

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

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## AS OTHERS SEE US.

*Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports.*—"This meeting pledges itself to support SEAFARING."

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*Liverpool Echo.*—"There is plenty of work for this journal with its nominal price and multifarious attractions."

*The People.*—"It will be useful to those in whose behalf it has been started."

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*Western Daily Press.*—"It is well conducted, and is full of original matter."

*Eastern Daily Press.*—"Something in its columns to suit even gentlemen of England who stay at home at ease."

*Hampstead and Highgate Express.*—"No reason why this message to and from the sea should not become one of the most influential organs."

*Hampshire Independent.*—"Well conducted."

*Cork Examiner.*—"Promises to be one of the most valuable of the class papers."

## SAILORS AT THE INTERNATIONAL CONGRESS OF WORKING MEN.

(Specially Reported and Translated for SEAFARING.)

One of the most interesting events that has had to be chronicled these last 20 years is unquestionably the Congress of the workers of the world that has just been held in Paris. It will mark a new era in the history of the working classes. While the idlers are flocking to Paris to spend in luxury the wealth others have created, it was well that the creators of wealth should also meet and proclaim in the teeth of the Governments plotting and planning war, that the people want no wars, and that the workers believe in the brotherhood of man and in the solidarity of Labour.

Every civilised land was represented at this Congress, and the remarkable men and women delegated were only less remarkable than the masses that delegated them. Thus 82 Germans spoke in the name of not only the 750,000 Socialists who voted at the last general election in Germany, but for the thousands who (the women among them) cannot vote. The French were delegated by at least 500 Syndical Chambers (Trades Unions), Societies, and Socialist groups, and among these delegates were the Socialist members of the Town Council and the Chamber. Altogether, the "chosen" of the people were largely to the fore, as besides the French "members" there were Bebel and Liebknecht (and many others) from Germany; Domela Nieuwenhuis from Holland; Costa from Italy; and Cunningham Grahame from Great Britain. The countries represented were France, Germany, Austria, Hungary, Bohemia, Russia, Poland, Finland, Roumania, Italy, Portugal, Spain, Belgium, Holland, Sweden, Norway, Denmark, Greece, Great Britain, Switzerland, Alsace-Lorraine, United States (America), the Argentine Republic (South America). No wonder the hall originally hired was found to be much too small, and that a larger one had to be procured. And all the men and women from all these countries were at one. French and Germans, Poles and Russians, Austrians and Hungarians, all joined hands, for all are equally fighting against militarism and capitalism. After the reading of the reports of the various nations the trade reports were taken, and none created a greater sensation or called forth greater enthusiasm than those of Captain Dupon and of M. Tresaud, speaking for French sailors. It was decided by the Congress that Captain Dupon's report should be printed as a fly-sheet and distributed broadcast in every French port, English and German delegates expressing the hope that it might also be

translated and distributed in England and in Germany. Captain Dupon, who had been a sailor for 35 years, said that this was the first time that sailors were represented at an International working men's congress, although sailors were among the most wretched, the worst paid, and the hardest worked of men. They had been so far neglected by other workers, and only of late had they attempted to meet oppression and exploitation by combining and forming unions. Captain Dupon told how great were the difficulties with which the sailors had to contend in their efforts to combine. His tale was indeed the same as that told by the English sailor of his troubles which SEAFARING is doing something to remedy. While most other workers, said Dupon, had been at least to some extent benefited by labour legislation, nothing had been done for the sailor. In France e.g., sailors are still under laws that date from the time of Colbert, the only improvement in 200 years being the abolition of flogging. But other forms of "punishment," i.e. of torture, still exist. For the slightest fault, or for no fault but at the caprice of his superior officer, the French sailor can be lashed, with arms tried to the mast for four, six, or eight hours, and if that were not enough, these hours of torture are counted as "off time." Then, too, the sailor may be confined on bread and water in a hole without air, without light; worst of all—for this punishes the helpless child and wife of the seaman rather than the man himself—he can be mulcted of his small pay in heavy fines. The sailor must work day and night, and of a day of rest he knows nothing. And not, Captain Dupon explained, because of the nature of his work. No true sailor, he said, would ever want to shirk his duty. But the sailor was overworked because the ships were undermanned, because rich men sent their sons as midshipmen, for whom the poor "common" sailor had to do all the rough work, and because the sailor had no redress. If he appealed to any tribunal it was to a tribunal of his "superiors" and employers, and he had no chance of fairplay. The sailors must therefore form unions as they were now doing in France [a member of the Union in England should have been there to tell what is being done here], and in the name of the sailor Captain Dupon, who was supported in his demands by Tressaud from Marseilles, asked (1) that the hours of labour should be regulated by legislation, and that the sailors should work as a maximum 12 hours, the stokers eight hours per day, with one complete day of rest in seven; (2) a minimum wage of three francs per day for sailors, and four francs for stokers; (3) better food and a larger supply of it; (4) that employers and shipowners be legally compelled to man their vessels fully, in order that these regulations may be carried out; (5) that all

corporal punishment be strictly prohibited, and that all fines (which under any circumstances punish the innocent and not the guilty) be declared illegal; (6) the right of sailors to appeal to a tribunal on which sailors as well as employers are represented, and the right of sailors to vote in the port where they happen to be during an election.

It is impossible to give more than a brief summary of this very valuable report, but it is to be hoped that it may be translated and distributed among British sailors. The details may differ, the facts are the same as those with which SEAFARING makes us familiar. We must have not only unions of sailors in each nation—we must have one huge Sailors' Union, and then we shall no longer find "the British seaman's place taken by a foreigner," nor the British sailor helping shipowners to keep down wages as through sheer ignorance he often does to-day.

### HISTORIC SHIPWRECKS.

#### No. I.

Our maritime annals are full of the records of heroic fortitude in the midst of disasters which might well have made cowards of heroes. Prominent amongst these must be reckoned that which tells us of the loss of the *Birkenhead*. This large troopship, as is well known, was wrecked on the morning of February 26th, 1852, some few miles from the shores of Southern Africa. At the time of the disaster she was steaming from Simon's Bay in the direction of Algoa Bay and Buffalo River, where she was to land reinforcements for the troops at the Cape, consisting of 12 officers, 472 rank and file, three surgeons, besides 25 women and 31 children. Her ship's company numbered in addition to that, 115 men all told. As she steamed through the silence of the night of the 26th February, along the low-lying African shores, and over the calm and phosphorescent sea, there was not a soul aboard who could possibly have foreseen the awful fate which awaited the gallant vessel. The night was indeed so fine that the watch on deck had relaxed their vigilance, and were probably dozing about decks, when suddenly, in the midst of that mill-pond sea, a tremendous shock "crashed through the vessel from stem to stern." There was a current setting inland at the time, and the swell had lifted the good ship and dropped her with terrific force on the jagged summit of a sunken rock, one of those mountain rocks which abound on that coast. The vessel began at once to fill, and then ensued those scenes which till the end of time will do honour to the pluck and discipline, the chivalry and self-sacrificing heroism of English sailors and soldiers alike. The following is part of a statement sent to the Admiralty at the time by Captain Wright, of the 91st Regiment.

"About 2 p.m. on Thursday, I was awoke by a severe shock, and on getting up I found the vessel had struck. I came on deck and found the commander, Mr. Salmond, and Mr. Davis, second master, on the poop." In conversation with these gentlemen it was discovered—alas! too late—that the vessel had missed her bearings and steered a false course owing to having mistaken a fire lighted on Cape Mudge for the lighthouse, which should have been her guide.

Captain Salmond gave orders to "back her," but this was impossible, as the fires were at once put out by the inrush of the water. He then remained on the poop, and gave his orders to Major Seton and Captain

Wright as though he were commanding a vessel on a review day. In fact, as Captain Wright continues, "the utmost order prevailed on board, and until the vessel disappeared there was not a cry or murmur from the soldiers and sailors. It struck me as being one of the most perfect instances of what discipline can effect, and led me to believe that not a man on board knew the vessel was likely to go down. About ten minutes after she struck, the commander sent me to Mr. Brodie, who was on the bridge, to know what assistance he required to get the paddle-box boats out; he told me to get thirty men put on to each tackle. I did so, and then went to the commander on the poop to see if he had any more orders: he told me to get twenty men more put to the chain pumps. I directed Lieutenant Girardot of the 43rd to do this, and it was done. Almost immediately after, the vessel's bows snapped off, the bow part going up in the air towards the foremast; the funnel fell over to starboard at the same time, almost carrying away the paddle-box and boat. On the larboard side the other paddle-box was being canted over, and just at this time Mr. Brodie disappeared from the bridge, having probably been knocked over by the falling wreckage. Just before the vessel broke at the bows the commander had ordered the horses to be pushed overboard, and directed Mr. Richards to get into the cutter to receive the women and children. All this was done with the utmost regularity, and the boats stood off about 100 yards from the ship; the commander also ordered out the large boat amid-ships, but it could not be moved, as the ship was breaking up at the bows. Just before the vessel broke a second time, which was about 20 minutes from the first striking, the commander called out for all officers and men who could swim to jump overboard and make for the boats. Lieut. Girardot was standing alongside me on the poop at the time. We called out to the men not to go overboard to the boats, as we feared they might be swamped, being full of women and children. Very few men went, and the rest remained on the poop until that part sank, and then down we all went together."

Down went officers and men, from the captain on the poop to the apprentice before the mast, from the colonel, sword in hand, to the drummer boy who had but now beaten his last tune. "The sea," to quote from an account written by Captain Bond, of the 12th Lancers, "the sea at this time was covered with struggling forms, while the shrieks, cries, and shoutings for the boats were truly awful." Many poor fellows sank in their hammocks on the troop-deck, many were killed by falling spars. Sharks darted about and devoured many. Those only who could support themselves on life-belts and wreckage, or had the strength to swim unsupported through the surf which intervened between the wreck and the dangerous shore, were able to reach land. But even for them, owing to the seaweed and the rocks, the struggle was a terrible one.

Six hundred and thirty-one human beings had steamed out of Simon's Bay not many hours previously. Of these 193 only were eventually saved. Amongst them it is satisfactory to relate were the women and children, for the boats containing them, despite fearful overloading, were picked up the following day by a coasting steamer. Among the drowned were the brave commander and the gallant colonel who had done so much to render escape possible for the survivors.

"It has been remarked, and justly, that

some of our greatest battles have been won at a smaller sacrifice of life, than this shipwreck entailed. But, admitting that similar disasters may have caused as great destruction, or even greater, the loss of the *Birkenhead* will ever be noted in the annals of remarkable shipwrecks for the cool determined courage displayed by all on board, and for the heroic readiness with which so many men faced death rather than endanger the lives of women and children."

Who does not know Sir Francis Hastings Doyle's noble lines?—

"Right on our flank the crimson sun went down,

The deep sea rolled around in dark repose,  
When, like the wild shriek from some  
captured town,

A cry of women rose.

The stout ship, *Birkenhead*, lay hard and fast,

Caught without hope upon a hidden rock;  
Her timbers thrilled as nerves, when through  
them passed

The spirit of that shock;

And ever, like base cowards who leave their ranks

In danger's hour, before the rush of steel,

Drifted away, disorderly, the planks  
From underneath her keel.

Confusion spread; for, though the coast  
seemed near,

Sharks hovered thick along that white  
sea-brink.

The boats could hold?—not all—and it was clear

She was about to sink.

"Out with those boats, and let us haste  
away,"

Cried one, "ere yet yon sea the bark  
devours."

The man thus clamouring was, I scarce need  
say,

No officer of ours.

We knew our duty better than to care  
For such loose babblers, and made no

reply;

Till our good colonel gave the word, and  
there

Formed us in a line—to die.

There rose no murmur from the ranks, no  
thought

By shameful strength unhonoured life to  
seek;

Our post to quit we were not trained, nor  
taught

To trample down the weak.

So we made women with their children go;  
The oars ply back again, and yet again;

Whilst, inch by inch the drowning ship sank  
low,

Still under steadfast men.

What followed, why recall? The brave  
who died,

Died without flinching in the bloody surf,  
They sleep as well beneath that purple  
tide

As others under turf.

They sleep as well, and, roused from their  
wild grave,

Wearing their wounds like stars, shall  
rise again,

Joint-heirs with Christ, because they bled to  
save

His weak ones, not in vain.

MR. JOSEPH MOORE, the senior partner and one of the founders of the firm of Devitt and Moore's Australian Line of Packets, has died in his 83rd year.



## TOO LATE.

(Copyright.)

"Bring in the first witness," said the coroner.

The coroner's officer stepped with noiseless tread to the door of the court-room, opened it, and beckoned with an authoritative movement of his forefinger.

A man entered. He was tall, round-shouldered, and consumptive. His clothing, worn thin and shiny from long use, and neatly patched in parts, hung loosely about his bones, for of flesh on his body and limbs there seemed to be none. His chin bore the scrubby growth of a week or more. He coughed with a hollow sound as he took his place at the foot of the long table round which the jurymen sat, but his eyes shone with a fierce light, and his bearing was defiant, though he appeared hardly strong enough to stand.

In reply to the coroner he said that his name was Martin Woodward, that he was a journeyman tailor by calling, and that he lived with his two children in a single small room at the top of a tenement in a neighbouring back street. He said, too, that he was the husband of the woman whose death formed the subject of inquiry.

"When did you last see the deceased alive?" said the coroner—a stereotyped question which every coroner puts to almost every witness who comes before him.

"I was with her till she died," replied the man, in a lower tone, but without emotion—his misery seemed to have been carried beyond it. "She died in my arms. She had been ill for a long time."

"How long?"

"For months. She died of starvation, I told the doctor so when the parish sent him after she was gone, and he couldn't deny that I was right. We have been married five years, and for four years we have been in want. At first I had work, not much, though enough for a living; but I fell ill, and a sweeter got hold of us. That was the beginning. Work as I might, I never could get out of his debt. I worked day and night—God knows how hard."

"Why did you not apply for relief?" interrupted a jurymen.

"Relief," repeated the man, with a bitter laugh. He scanned the faces of the jurymen with a rapid glance, and reading indifference in their looks, said simply, but in a tone full of meaning, "I did not apply for it."

"You had no friends to help you?" asked the coroner.

"No friends. She had a father—I suppose he was her father—though it is hard to believe it. He lives in a village in Surrey. He has a small estate there, with cattle and stacks on it; several men work for him, and he is well-to-do—rich. He turned her out of house and home."

The man paused and glanced fiercely around.

"Out of house and home, I say. For what reason? Because she gave her heart to me. He was rich—I was poor. That was the only fault he had to find with me. And when she refused to give me up he drove her out. She was delicate, and his cruel words so worked upon her mind that when she had gone a little way she had a fit and fell senseless on the hard, frozen road. And there she might have lain till morning and died of the cold but for the village carpenter, who stumbled across her in the dark, and, finding her father deaf to all entreaties, took her into his own home, and kept her there—God bless him—till I could marry her and take her away—to starve."

"Your story is a sad one," said the coroner, with some sympathy in his voice; "but all this does not appear to be relevant to the present inquiry."

"It is relevant," replied the man. "Listen. For five years we had no word with him, and before I sent to him of my own will I would have died. But my wife said, 'He does not know where we are. He loved me; he may have changed. Perhaps he has forgiven me. He will forgive if he knows. Write.' So I wrote to please her. It was a fortnight or more ago. I tried to be civil to him for her sake. I told him how we had met with nothing but ill-luck, how our little ones were crying for bread, how his daughter was dying for want of proper food and attention. Two days later there came a reply. When she saw the letter she jumped up in bed, weak as she was, out of sheer joy, and cried, 'It is from father. He has forgiven me. God bless him! God bless him!' I opened it, and what did I find? A half-sheet of note paper with just the words, 'From Peter Murkley—that is his name—written across it; and nothing more. He was mocking us. That letter killed her. She was dying slowly before—she died fast after that. She hardly spoke again—only turned her head to

the wall, and moaned, and moaned, and moaned. If he had sent something to buy her medicine and good food, as he could well afford, she might have been saved—I can't say. But she died of starvation and grief—murdered by her own father. And may God do so to him, I say, and more also."

The unhappy man's voice as he finished his story quivered with indignation, and the last words were delivered with a vehement passion in keeping with the angry flashing of his eyes. The coroner frowned, but refrained from reproof, and having heard enough, nodded to his officer to take the witness out.

"We will call Mr. Murkley next," he said.

In obedience to the officer's summons an old man tottered in.

"Your name is Peter Murkley?" said the coroner.

In a voice scarcely audible the old man replied, "Yes."

"The deceased is your daughter. When did you last see her alive?"

"Five years—about five years ago."

"Under what circumstances did she leave your house?"

"She, she—I, I—she married against my wish, and she left."

"That is to say, you drove her from her home?"

The old man covered his face with his hands and groaned. "Yes, I did. God forgive me for it. Spare me—if you can."

Without heeding this appeal, the coroner went on.

"We have not yet had medical evidence, but the testimony of the husband points to the belief that the deceased died practically of starvation. At any rate the family were in desperate want for a long time. Did you know of this?"

"I could not have done so," the old man replied slowly, each word appearing to cost him a pang. "I had no communication with them of any sort, and did not even know their whereabouts further than that they had expressed an intention of going to London."

"Did you make any effort to discover them?"

"I did." Now for the first time since he entered the room, the old man raised his face and looked at the jury and the coroner as if in mute appeal. "Hear me. I have a confession to make. It is true that I turned my daughter out of her home. I was eaten up with pride then, and my pride could not brook the choice she made. But I was not so cruel or so hard as it was thought. They were scarcely gone before I relented, and I sought for them for weeks; but though I advertised widely, and made every inquiry, I could not come across their tracks. Knowing then that I must wait until they sent a word, I returned to my home. After that everybody shunned me and spoke ill of me."

The old man put his hands to his face and sobbed aloud.

"Our time is short," said the coroner, with some impatience, "You must be brief."

"I will—I will. One morning, ten or twelve days ago, a letter was put into my hands. I trembled with joy and apprehension at the sight of it, for I knew instinctively that it brought me the news I longed yet dreaded to hear. It was from her husband, and he told me she was ill, and that they and their two little ones wanted for food. I need not say how great was the shock I suffered, but I felt that it was not too late to repair the ill that had been done. I had been out all day, and there was then barely time to catch the post. I did not stay to write a letter, but hastily took a five-pound note from my pocket-book and wrapping it in a slip of paper with my name to shew where it came from, I ran myself down to the village and posted it. 'Better so,' I thought. 'I will write to-morrow, and go up myself, later on. Then all shall be forgiven and forgotten, and we will be happy once again.' But when I came to look for his letter it was nowhere to be found. I hunted high and low without success. The address was on it, and rack my memory as I would I could not call one line to mind. I comforted myself with the hope that they would soon write again, and that then I could go up. But no word was sent, and I was in despair, and making up my mind to come to town for another search, when I got your summons to attend. She was dead. Then I knew that I had not been punished enough, and that Heaven had reserved this last worst stroke to bring me low."

For a moment there was silence, as the old man wept once more. The coroner broke it.

"You sent money in this envelope, you say?"

"A bank note for five pounds. It was all I had by me at the time, and it would have sufficed had I been able to come up next day as I intended."

"The husband admits having had a communication from you," said the coroner directing a

glance at the old man a searching glance, "but he declares that there was nothing in the envelope but a slip of paper bearing your name."

"It was in that paper that I folded the note."

"Are you quite sure?"

"Sir," said the old man, drawing himself up and speaking with some warmth, "men have called me hard, they have called me unnatural, but a charge of deceit has never yet been laid at my door."

The coroner did not reply, but directed his officer to bring back the last witness. The man came in with the same defiant bearing, and turned upon Peter Murkley a look of such intense hatred that the officer thought it wise to station himself between the pair.

"You say that an envelope came to you from Mr. Murkley with no other enclosure but a scrap of ordinary notepaper, with three words written upon it. Are you certain of this?" said the coroner, addressing him.

"Certain," he replied. "There was nothing else. It was sent so to mock us."

"I can only repeat," said the old man, sadly, in answer to the coroner's look, "that I enclosed a note for five pounds."

"You lie!" cried the husband, turning upon him with a fierce gesture. "You lie against your oath. Was it not enough that you drove your daughter out into the frozen night; that for five years you neither tried to know nor cared what was her fate; that when you did know, instead of relenting, instead even of keeping silent as you might better have done, you sent a mocking empty envelope to prove to us, as if we did not well know, how destitute of all natural feeling and common humanity you were—was that not enough, but you must come here, and, fresh from the sight of her poor body which you have murdered, tell this cruel lie to take away my good name, the only thing in the world I have left. Was it not enough?"

In the vehemence of his passion he paid no notice to the angry calls for silence from the coroner, and only ceased when his breath was stopped by a violent fit of coughing.

The old man listened with a troubled expression but without resentment. He was ghastly pale, and once he put his hand to his heart with a quick movement and clenched his teeth as if in pain.

"Believe me, believe me, sir," he pleaded almost piteously, "that I sent this note. Had my anger against her still lived I would not have had her wait. Not starve—no, no—nor the little ones, nor him who took her away. But you have heard, I have told you how they had hardly left before I was seized with remorse, and would have given my all to have been able to find them and call them back. Believe me, Martin, I have borne you no ill-will since you went away. I would have asked your pardon; and I do so now. Believe me, believe me, I am sorry. I will do all that I can now. You shall not live in want any more—neither you nor the little ones. No."

The husband stood apparently unmoved by this appeal. The old man, with a deep sigh, went on—

"You did not see the note. I believe you. I sent it, but it dropped out as you opened the letter, and you lost it. Or somebody stole it in the post. It must have been so. Ah! said, said I and perhaps it might have saved her. It would at any rate have brought her comforts before she went, and have eased her last hours with the thought that her father loved her still. I remember so well putting in the note. I took it out of my pocket-book. It was the only one I had there. I do not often need to change notes, and had this one in for weeks before I sent it. It was in between the leaves." He drew an old book from his breast-pocket and slipped off the band, turning over the pages aimlessly one by one as he spoke. "Yes; in between the leaves. I remember so well. It was the only one, and I have not opened the book since. I could not have been mistaken. No, no. . . . My God! . . . It is here! It is here! I did not send it, and—she—was—starved—to—death!"

The old man uttered a cry, so mournful and so terrible that it thrilled the hearts of the hearers with a nameless dread. The book slipped from his hand, and as it descended a note fluttered out from the open page. His head drooped slowly on to his breast, he staggered forward a step, clutched at the air, and fell heavily to the floor.

When the coroner's officer, who stood nearest, stooped to raise the unhappy man, he found that he was dead.

## HOMEWARD BOUND SHIPS.

Our list of ships reported as Homeward Bound since last week, and a quantity of other matter, including letters, verses, and articles, are held over till next week.

## ANOTHER PRAYER.

Be present in our ships, O Lord,  
Both on land and sea adored,  
Thy sailors bless, and grant that we  
May have some better food at sea.  
And not as heretofore has been,  
Fat rusty pork and beef too lean,  
With mouldy peas and bread that walks  
Towards the sailor as he talks.  
Give us each day our daily bread,  
For such our Saviour hath said,  
But let us have it pure and clean,  
Without those maggots oft-times seen.  
Let butter good be served out clean,  
Instead of stinking margarine,  
God bless those owners everyone  
Who find food fit for to live upon,  
And not such stuff as pigs would shun.  
Let Parliament the Acts repeal  
That do not give each man a meal,  
With doleful lime juice do away,  
And give us better food and pay.  
On good provisions fit to eat  
Their duties men will better meet,  
And this will pay the owners sure,  
For growing thus they soon will cure.  
God bless the Union and its plan,  
Which benefits seafaring man,  
And may we ever bless the day  
We got our Union under weigh.  
God bless SEAFARING and her crew,  
And bless her noble skipper, too,  
And should her sails by storms be torn,  
Renew them as they get outworn.  
Yours very respectfully in unity,  
GEO. T. LUCOCK,

## CORRESPONDENCE.

## PATRIOTISM VERSUS SARCASM.

To the Editor.

DEAR SIR,—Having perused the latest effusion from the pen of Mr. Wm. A. Urie, of Cardiff, which is most elaborate in itself, considering the enormous display of capital letters and dictionary phrases which it contains, I beg leave to reply through your valuable columns to that worthy individual. He remarks in his letter under the above title (a most appropriate one) that "it does Honour to a Noble Cause to have it so ably Championed By such An Advocate who has Endeavoured By Force of Argument to Demonstrate the Necessity or Utility of Retaining for Our Country's Benefit, 'The Apprentice System' as He has Named It." For Mr. Urie's benefit I may state that "force of argument" seldom fails to bring forth the true facts of any subject, and I myself always court discussion either through the medium of the Press or otherwise. He asks me several questions, which are couched in a mixture of Walker, Webster, Johnson, and numerous other compilers of various dictionaries of the English language. These questions I will endeavour to answer to the best of my ability, but not having studied the works I have referred to as much as Mr. Urie, I hope he will overlook any omissions I may have the misfortune to make. Firstly, he asks have I considered (I will dispense with the capitals and exact words) how much shipowners are indebted to me for defending "the apprentice system." In reply, I have not only taken that into serious consideration, but I have also considered how much the country would be indebted to anyone who would advocate a cause that would eventually tend to place the British seaman far in advance of the foreign element, as regards both proficiency in their duties as seamen and numerically. Regarding the indebtedness of the shipowners, I refer the readers of SEAFARING back to No. 16, issued on July 13, and call their attention to a letter entitled "Demand and Concession," written by Mr. Urie, then leave them to judge for themselves whether Mr. Urie or myself have the right to be designated "the shipowners' champion." Mr. Urie states that he served a double apprenticeship to the sea service prior to my going to sea. Probably so, but may I ask, was he so inexperienced at the conclusion of his single apprenticeship that he was of necessity compelled to serve a double one? He reminds me that it was previous to my seafaring experience that vessels were compelled to carry a certain number of apprentices according to tonnage. I admit such to be the case, but at the same time challenge him to refute any statement made by me on this particular subject. Mr. Urie informs us that he has served "17teen" (is this meant for seventeen?) and a half years at sea, and further states that his sea service is twice as

much as mine. May I ask him how long this new multiplication table has been established, in which it states that twice 10 is 17½? Then Mr. Urie's mind wanders to the foreign element, but I am fully convinced that most readers of this valuable paper are thoroughly conversant with the ideas I have expressed through these columns and in the columns of other papers upon the subject of "British versus Foreign Seamen." I refer Mr. Urie to No. 8 of SEAFARING, Vol. 2, issued May 18 last. He asserts, if I had read his letter *in extenso* I would never have questioned his patriotism. I am afraid he is acting under a dilemma, for it was a most unpatriotic production, but, in Mr. Urie's defence, I may state the editor acted in a most outrageous manner by not publishing his letter, "Demand and Concession," as it was received by him. The editor actually substituted small letters instead of Mr. Urie's capitals, which would undoubtedly have brought his production before the notice of the public. Having searched Walker's and Webster's dictionaries of the English language, and being unable to find the word "extenso," as used by Mr. Urie, I conclude it to be a printer's error, or that Mr. Urie has almost forgotten his mother tongue by coming continually in contact with the foreign element in his profession. At the conclusion of Mr. Urie's letter he remarks that he does not wish to "indulge in personality," after having done so from the very commencement of such a letter. I therefore refrain from following his example by making such an absurd assertion. As regards my "favourable opinion" of the sea, as he terms it, I may state that such "favourable opinion" turns out to be "a most unfavourable one," owing to the various inconveniences, some of which were so ably enumerated by him a short time ago. Inconveniences which I advised the present generation to do their best to remove, instead of acting in accordance with Mr. Urie's doctrine, viz., to instil them into the minds of their children. Mr. Urie refers also to the system of premiums paid by parents and guardians to the shipowner. I have fully considered this subject also, and will endeavour to express my opinion as regards premiums the first favourable opportunity that presents itself, as I consider such to be a gross imposition on the part of the shipowner. I am happy to state that during my term of apprenticeship I was not imposed upon as regards a premium. My agreement was £40 for a term of four years, and 12s. a year for washing, making in all £42 8s., and I can assure you that it was not too much. Before drawing to a conclusion, I should advise Mr. Urie to make use of the advantages offered by the School Board, then perhaps some kind-hearted editor will engage him at a fixed salary upon the staff of his paper. Until such time I am afraid Mr. Urie must be content to follow my example, by expecting no remuneration for his correspondence.—Hoping I am not intruding in taking up so much of your valuable space, and trusting you will favour this with insertion, I remain, yours in unity,

JAMES HARRISON,

## PRICE OF TOBACCO AT SEA.

To the Editor.

SIR,—Just a line in your paper to let you know how we are charged for things at sea, and what some of the masters of steamers pay for them at certain ports. The ss. *Supernal*, of Sunderland, left Newport on June 7 for Malta with a cargo of coal; and shortly after leaving the men came aft for tobacco, which was served out to them. The amount was 6lb., at the rate of 3s. per lb. The tobacco was got at Malta the voyage before, as far as I can understand. Now, I made it my business to inquire the price of a box of the same sort of tobacco. I found that it was 18s. a box, which is 10d. per lb. Now, does any gentleman think this is not unfair on poor Jack at the rate of 2s. 2d. per lb. clear profit? Now, the box contains 20lb., so if 6lb. has been sold at the rate of 3s. per lb., the other 14lb. is clear profit; 14lb. will amount to £1 2s. clear profit. No wonder masters of vessels can cut such a shine at that rate. Now I think it is time to speak of this, which I hope some kind seaman's friend will take up—and try and put a stop to—overcharge like this on seafaring men. This is only on tobacco, but I hope soon to give you a little more on the price of things in sailing ships, as it is something on the same scale.

A MEMBER OF THE SEAMEN'S UNION.

## SEAMANSHIP FIRST.

To the Editor.

SIR,—I intend going to sea about this time next year, and, so as not to be a complete

"greenhorn" when I go, I mean to devote all my spare time to studying elementary navigation and seamanship.

Now, do you think I ought to learn all about the different parts of a ship before going on with the navigation, or what would you recommend me to do first? A word or two as to how to begin would be much esteemed. I have no means whereby I could attend classes.—Yours, very truly,

SIERRA.

4, Bath-street, Glasgow,

August 2, 1889.

[Our advice to youths wishing to go to sea is the same as *Punch's* advice to persons about to marry—"Don't." But, if our correspondent will go to sea, he had better learn as much seamanship as he can. Navigation he will not want for some time.—ED. SEAFARING.]

## SHIPS SPOKEN.

Aller s, Southampton to New York, July 29, 50 N, 33 W.  
A Charleston Line steamer, bound west, July 30, 50 N, 25 W, by the Augusta Victoria s, at Southampton.  
A Red Star Line steamer, steering west, July 24, 45 N, 39 W, by the Rhein s, in the Weser.  
Ariadne (German barque), Gothenburg to Melbourne, June 18, 24 N, 23 W.  
A British barque (asking for a surgeon), July 15, 34 N, 36 W.  
Athenian s, steering south, July 31, 31 N, 17 W, by Hawarden Castle s, at Plymouth.  
A Red Star Line steamer, bound west, August 4, off Eddystone, by the Ems s, at Southampton.  
Ballumbie, Liverpool for Valparaiso, July 21, 16 N, 35 W.  
Beethoven, New York for Amsterdam, July 31, 50 N, 9 W, per Trave s, at Southampton.  
British ship, New York for Calcutta, per Rialto, at Buenos Ayres.  
Calliope, St. John's for Dublin, July 18, 46 N, 42 W, per Gluckauf s, at Cuxhaven.  
Clara (barque), Georgetown to Batavia, May 25, by the Claymore, at Adelaide.  
Clydebank (barque), steering south, all well, July 25, 15 N, 27 W.  
Caldbeek, Cardiff for Bahia, July 23, 20 N, 23 W, reported from Liverpool.  
Camellia (barque), July 8, 30 N, 40 W.  
Chignecto (British barque), Rouen to New York, July 22, 40 N, 69 W, reported from New York.  
Carrie L. Smith (British barque), Hillsboro' to Fleetwood, July 19, 46 N, 46 W, reported from New York.  
Cathinca, Belfast to Bay Verte, July 30, 50 N, 23 W, by the City of Rome s, at Liverpool.  
Constant, Lagos River for Hamburg, July 16, 36 N, 31 W.  
Clotilde (barque), Boston to Port Spain, July 24, 230 miles east of Sandy Hook, by the Rotterdam s, at New York.  
Countess of Derby, steering SW, July 18, 39 N, 13 W.  
Campana (barque), of Liverpool, steering south, July 20, 12 N, 27 W.  
Collingrove, for Adelaide, July 15, 16 S, 33 W, reported by telegraph from Liverpool.  
Dalhanna, all well, July 31, 49 N, 11 W, by the Harriet Hickman, Dernier, at Dunkirk.  
David Rees, Belfast for St. John, July 26, 45 N, 51 W, per Alaska s, at Liverpool.  
Decapolis, London for Launceston, June 28, 6 N, 25 W.  
Duchess of Albany (ship), of Liverpool, steering SW, all well, July 29, 45 N, 14 W.  
Durban s, July 28, 14 N, 18 W.  
Don Enrique (British barque), Boston to Swan River, July 2, 2 N, 28 W.  
David Rees, Belfast to St. John, July 26, 45 N, 51 W, by the Alaska s, at Liverpool.  
Earl Rosebery, of Glasgow, 32 N, 41 W, July 27.  
East Croft (English ship), steering south, June 12, 12 N, 26 W, by the San Nicolas s, v. Holten, at Montevideo.  
Edward Cushing, Montevideo to Buenos Ayres, June 5, 31 S, 31 W.  
Falls of Afton (four-masted ship), of Glasgow, Calcutta to London, 129 days, July 23, 35 N, 36 W.  
Felicitas (British barque), Bangor to Greenock, July 14, lat. 44, long. 52, by the Wingates s, at New York.  
Fontenaye, of London, all well, August 1, 10 miles S by W of Portland, by the Gaels, at Weymouth.  
France, Amour, July 28, on the Banks.  
Fulwood, for Reunion, July 29, 48 N, 8 W, by the Duke of Cornwall s, at Belfast.  
Glen Osmond (barque), steering SW, July 31, 49 N, 7 W, by the Antilles s, in the River Thames.  
Highland Glen (English barque), steering SW, July 14, 1 N, 31 W.  
Hilda, Dram for Melbourne, July 1, 18 S, 35 W.  
Harriett Hickman, of St. John, NB, July 25, 46 N, 25 W, per Dara s, at London.  
Harry Bushman (British barque), Liverpool to Rosario, June 20, 8 S, 33 W, reported from New York.  
India, Liverpool to Baltimore, July 25, 41 N, 67 W.  
Isabella Helen, of Plymouth, steering WSW, July 24, 42 N, 26 W; per Mary Roberts, at Falmouth.



Irene, from Antwerp for Buenos Ayres, July 28, 20 miles NW of Casquets; per steam pilot No. 16, at Havre.

Island Maid (English barque), steering SW, July 12, 8 S, 34 W.

Jura, of Liverpool, steering south, all well, June 10, 17 S, 32 W, by the Concordia, at Falmouth.

J W Crapo (? William W Chapo) (American barque), Philadelphia to Japan 54 days, all well, June 2, 39 S, 6 W.

John C Noyes, New York to Punta Arenas, Costa Rica, June 13, 27 S, 81 W, reported from Panama.

Linda (yacht), of Portsmouth, bound to Gibraltar, August 1, 47 N, 7 W, by the Star of Victoria s, at Cardiff.

Lizzie Ross, steering ESE, July 30, 40 N, 15 W.

Linus, of Carnarvon, July 28, 47 N, 7 W, per Bedouin s, at Liverpool.

Lodens, Sunderland for Buenos Ayres, July 25, 16 N, 26 W.

Loweswater (ship), of Liverpool, July 27, 14 N, 27 W, by the Tamar s, at Southampton.

Lizzie Ross, steering ESE, July 30, 40 N, 15 W.

Moss Rose, St. John, NB, steering W, August 1, 50 N, 7 W, per R. J. Blacklin, at London.

Miranda (British steamer), Boston to Port Antonio, July 13, 27 miles SW of Cape Maysi.

Mary Blundell, Middlesboro for Buenos Ayres, off Fair Isle.

Margaret Mitchell (barque), of Glasgow, Swansea to Rio Janeiro, July 20, 12 N, 27 W, by the Corrientes s, Josting, at Lisbon.

Marie Becker, Guayaquil for Hamburg, July 24, 44 N, 21 W, per Ivanhoe, at Falmouth.

Monoma, of Richibucto, standing WSW, July 22, 49 N, 19 W, per Helen, at Dunkirk.

Melmerby (British barque), Quebec to Liverpool, July 21, West of Point Amour.

Magellan, of Boston, steering south, July 3, 12 N, 30 W.

Moss Rose, St. John (N.B.) steering west, August 1, 50 N, 7 W, by the R. J. Blacklin, at London.

North America, for Newcastle, hove to, by the Australia (Italian war vessel), off Flamborough Head.

Norham Castle s, steering south, July 28, 13 N, 18 W.

Natant (barque), of Yarmouth, N.S., Buenos Ayres to Montreal, July 22, lat. 42, lon. 62, by the Oka s, at New York.

North Riding, for Callao, July 12, 34 N, 12 W, reported from Liverpool.

Otilde, steering south, June 18, 18 S, 35 W, per Laura Emma, at Fowey.

Onyx (yacht), July 29, 8 north of Cape St. Vincent, all well.

Peruvian, of Glasgow, Pisagua to Falmouth 111 days, 42 N, 23 W, by the Sea Gull, at Portland.

Parthenope, New York to Bombay, July 5, 13 N, 37 W, not July 25 as before reported, by the Manx Queen, at Queenstown.

Port Sonachan, of Glasgow, steering SE, July 30, 46 N, 12 W.

Ran, Portland, O, for Buenos Ayres, July 1, 6 S, 32 W, per Mary Cory, at Pernambuco.

Scottish Minster, Hamburg for San Francisco, May 15, 13 S, 35 W.

Sheffield, Bay Verte, for Belfast, July 8, on the Banks of Newfoundland.

Sylvan (British barque), New York to Manila, June 6, 7 N, 29 W.

St David (American ship), bound south, June 10, 6 S, 31 W, by the Madre O, at Queenstown.

Strathearn (ship), steering south, all well, July 25, 15 N, 27 W.

Victory (Norwegian), August 4, 7 N, 50 W, all well, by the Staubo, at Falmouth.

William F. Babcock, Antwerp to Baltimore, July 23, 42 N, 56 W.

Waipa, London for Wellington N.Z., July 24, 46 N, 8 W, per Delta s, Swansea.

Wairoa (ship), of London, London to Wilmington (? Wellington), 34 days, all well, June 21, 3 S, 30 W.

Zerbina Goudey, New York for Melbourne, July 7, 38 N, 61 W.

Zulu, Barbadoes for New York, July 21, off Cape Henlopen.

LETTERS from Aden give particulars of a sharp encounter which took place on the Arabian coast, inside the Red Sea, on the 13th ult. Lieutenant Beresford, with the steam cutter of H.M.S. *Ranger*, was cruising off a village called Kathar when he sighted several dhows, which, on perceiving him, made rapidly for the shore. While giving chase the cutter ran aground, and in this position became a target for a musketry fire from some 300 natives assembled on the beach a few hundred yards off. The fire was returned from the cutter, and was kept up for some time on both sides, until the boat was floated off, but although she was hit several times none of our men were injured. Six Arabs were, however, killed and others wounded before they ceased firing. The dhows were ultimately boarded, but no slaves were found, advantage having no doubt been taken of the mishap to the cutter to disembark and remove the slaves inland.

## THE NAVAL MANOEUVRES.

In magnificent weather, and amid hearty demonstrations of rejoicing from hundreds of thousands of her Majesty's subjects, who crowded every conceivable kind of craft, from the stately steamer to the smallest shoreboat, and who occupied every vantage point on land, the German Emperor on Friday afternoon commenced his first visit to this country since his accession to the Throne. This was one of the occasions on which the Prince of Wales was called upon to represent her Majesty, and in order to carry out his engagements his Royal Highness, together with the Princess of Wales and Prince Albert Victor, travelled by special train from Goodwood, where he has been attending the races, and arrived at Portsmouth Dockyard soon after 1. Here the Heir-Apparent was received by the principal officials, and was conducted through a covered way, gaily decorated with flags, to the Royal yacht Osborne. About 2 o'clock the vessel put off, and, headed by the Trinity yacht Galatea, and followed by the Port Admiral's yacht Fire Queen, made for the Nab lightship. On nearing that point the German squadron could just be made out steaming in single column, the Imperial yacht leading to leeward of them. Almost directly after the Kaiser, who was plainly discernible in the full uniform of an admiral of the German navy on the bridge of his yacht, directed a signal to be made, the nature of which could be guessed from the immediate firing of a royal salute of 21 guns in honour of the Queen's eldest son. From this time until the Germans were safely moored in their allotted positions between Peel Bank and Ryde Middle the progress was a slow one, much to the advantage of the numerous pleasure steamers which crowded round the Hohenzollern, regardless of all rules made by the naval authorities, the excursionists cheering the Royal and Imperial visitor with great vigour. As the Emperor came in sight of Spithead there were before him, in three lines, between 70 and 80 vessels of all sorts and sizes—the nicely-modelled broadside ironclad, the swift protected cruisers and torpedo-boat destroyers, and breast work monitor, in which sail power has been frankly abandoned and twin screws entrusted with the safety of the ship at sea; and last, but by no means least, the Admiral class of barrette ships, with their guns worked by hydraulic power on the disappearance principle. On casting his eye towards Haslar beach his Majesty saw the 36 boats comprising the torpedo flotilla, and one of which, No. 79, is commanded by his cousin, Prince George of Wales. About five o'clock the Hohenzollern was off the Warner lightship, and then, according to previous arrangement, the whole of the ships of the English Fleet ran up the German Ensign to the main, and those who had enough guns on board for saluting purposes thundered forth a welcome which could be heard miles away. While the Germans were passing to the south of all the lines on their way to their anchorage, the yards of the broadside English ships were manned, and in the case of the turret ships the crews were ranged round the sides and on the superstructure. When they arrived off Osborne House the German ships saluted the Royal standard floating over the Queen's residence. Directly the Hohenzollern was moored the Prince of Wales went on board and heartily greeted his Imperial Majesty in the name of the Queen, and shortly afterwards the Royal party proceeded on shore in the state barge. Royal carriages were waiting at Trinity Pier, Cowes, where, on landing, the bands of two of her Majesty's ships played the German National Anthem and the guard of honour presented arms. The Emperor rode in an open carriage with the Prince and Princess of Wales, and was received at the entrance to Osborne House by her Majesty, who, in addition to the members of her family, was accompanied by the Marquis of Salisbury. The company at Osborne House included the Lords of the Admiralty, the naval members of the Board having travelled down during the day. In the evening the Queen gave a banquet at Osborne House in honour of the Emperor, who sat upon her right at the table. Cowes Bay and Osborne Bay were illuminated by thousands of lights hoisted on board the yachts anchored there, and the gardens at the Queen's residence were also gaily illuminated, whilst the band of the Royal Marines played a selection of music within the grounds.

In consequence of the hopelessly unpropitious weather the great naval review at Spithead which was appointed to take place on Saturday was postponed until Monday. From an early hour on Saturday morning a boisterous south-westerly gale was blowing, the sea was running high, and rain fell heavily. Notwithstanding the storm many thousands of visitors made their way to Portsmouth and Southampton, whilst the First Lord of the Admiralty and Lady George Hamilton, with their guests on board the Enchantress, steamed after luncheon up the lines of the fleet, returning later in the day when the weather began to abate. Nothing could have been more depressing than the weather as the special trains neared Portsmouth. The rain fell in sheets, and the wind blew very fresh and strong, and just as the members of the House of Commons arrived in the dockyard they

were greeted by the intelligence that the review was postponed. However, the *Serapis* went out, and steamed up and down the lines, and then returned to Portsmouth. On Monday, the review took place with the most gratifying success, and was witnessed by tens of thousands of spectators. In the early morning the sun burst forth brilliantly, and the scene which was unfolded to the Emperor from his room at Osborne House was one of the most interesting and impressive it is possible to conceive. At sunrise the German warships hoisted the Emperor's flag and the British standard. As the morning wore on the strong south-westerly wind which sprung up lashed the blue waters of the Solent into waves, and Admiral Sir John Commerell deemed it advisable to signal that the British seamen should not man yards during the passage of the Emperor. Previous to starting from Osborne to make his inspection of the fleet the Emperor appointed the Queen's honorary Colonel of the 1st Royal Dragoons in the German army. His Majesty, accompanied by his Royal Highness the Prince of Wales, Prince Henry of Prussia, Prince Albert Victor, Prince Christian, Prince Henry of Battenberg, the Duke of Cambridge, and the Marquis of Lorne, then went on board the Royal yacht the *Victoria* and Albert, and proceeded to inspect the magnificent fleet drawn up in review order at Spithead. On the arrival of the Royal yacht, the British and German ships of war fired Royal salutes, and his Majesty and the Prince of Wales were greeted with enthusiastic cheers by the British and German sailors. The tour of inspection was then made, and lasted an hour. The fleet which the Emperor inspected, though the largest and most powerful which has ever been assembled in English or other waters, yet in reality only represents our reserve of strength should we be called upon to mobilise for the protection of our commerce and our shores, having before him 37 ironclads, with a complement of 15,291 officers and men; 20 unarmoured cruisers, manned by 5,219 officers and men, and smaller craft, and torpedo-boats, making up in all 112 pennants, the total crews numbering nearly 23,000. The Emperor may be pardoned if, remembering our fleets in foreign waters, he considered that England could fairly lay claim to the title of mistress of the seas without counting on the 70 ships to be built under the Naval Defence Act of this session. But whatever his Majesty's feelings on that point, certain it is that he was greatly impressed with the spectacle, which, by the way, was not specially arranged in his honour, but was merely a repetition of former mobilisations, as a means of testing, as far as possible, our existing efficiency in the matter of men, equipment, and stores, and of bringing home to the nation, year by year, in what state of preparation the navy is. About 5 o'clock the Royal yacht came to anchor by Admiral Commerell's flagship, the *Howe*. The chief officers of the fleet had previously assembled on board this ship, having received a signal that the Emperor would be pleased to be introduced to them. Captain Domville, commander of the *Howe*, was the first to be introduced. After this ceremony, which occupied a considerable time, the Emperor congratulated the Prince of Wales, and afterwards Sir John Commerell, on the magnificent naval display which he had witnessed. The Royal yacht then returned to Cowes, and in the evening the Emperor dined with the Queen and a distinguished company.

"A wet sheet and a flowing sea" weather prevailed on Tuesday morning, when the mobilised fleet of 1889 got under weigh and proceeded on the annual cruise. C and D Squadrons went off, rounding the Nab. The torpedo flotilla, however, proceeded by way of the Needles. As they left they formed up two abreast, and ran down the centre of the line at almost railroad speed. It was indeed a pretty sight to see these agile craft bore through the big waves, dashing off the spray in continuous cascades. Shortly after B Fleet passed the Nab, A Fleet following, the *Howe* being behind the *Rodney*, in the second line. By 10.30 the last ship had passed St. Catherine's Point, steering westward.

Some alarm was occasioned in Portsmouth when the *Invincible* and *Black Prince* were seen to come into collision. The *Invincible* was the fourth ship in the central column, and between her and the *Black Prince* was the *Northampton*. The *Black Prince* appears to have too readily got under weigh. She passed the *Northampton* and struck the *Invincible*, whose movements were somewhat sluggish. The *Black Prince* received some damage on the port side, and the *Invincible* had all her head gear carried away. The *Black Prince* also lost her mizen topmast and port booms, and her cutter was smashed to pieces. The *Invincible* was able to proceed with the fleet, but the *Black Prince* dropped her anchor and remained in order that the full extent of her injuries might be ascertained. She afterwards proceeded to sea.

In the Admiralty Division Mr. Justice Butt has had before him the *Queenscliff*, a co-ownership action, in which the Registrar had declared that plaintiff, the ship's husband, was entitled to retain, from proceeds of sale of the vessel, the amount of her mortgage of 20 shares. Defendants argued the money should be first applied to discharge indebtedness of mortgagors' shares towards ship, but Mr. Justice Butt held plaintiff's claim as mortgagee took precedence.

## IN THE DOG WATCH.

On more than one occasion we have pointed out the importance of securing the influence of the ladies on the side of the Sailors' and Firemen's Union and their charming presence at our meetings. It is consequently with pleasure that we read the following in the *Shields Daily News* :—

"There was one aspect of the seamen's demonstration at South Shields, on Thursday, especially gratifying—the presence and the interest shewn by wives and sweethearts! A happy augury we think that Jack's long agitation for his rights, and equality of treatment by Legislature and society, has reached the Saturday night of struggle—the eve of the Sabbath of satisfaction and brotherly union with the home circles of labour. Hand in hand with my Poll the sailor will not be long in being fairly represented on the Board of Trade and the Local Marine Boards, and become an effective power in the House of Commons, the central focus, where his weakness has long vitiated all his local and isolated struggles."

That Parliament knows very little indeed about seamen, all seamen who watch the sayings and doings of Parliament must be aware. Parliament, nevertheless, legislates for them, and often without attracting enough attention. Last Tuesday, when the Standing Committee of the House of Lords on Law was considering the Merchant Shipping Acts Amendment Bill, it was agreed, on the motion of Lord Balfour, to add clauses restricting advance notes to the amount of a month's wages, and a provision was inserted requiring superintendents of mercantile marine offices to keep registers of seamen who desert or fail to join their ships after signing agreements. The addition of this latter provision renders it more than ever necessary that there should be a very clear definition of what constitutes desertion, which there is not at present, the result being that men are branded as deserters who are not deserters at all.

How seafaring men are too often imposed upon by boarding-house keepers came out in a case heard at Woolwich the other day, in which three firemen belonging to the steamer *Canada* were charged with refusing duty. Although some of them had stayed only one day in a boarding-house at New York, they were charged for a whole week, or seven dollars, that being "the custom" there. It is certainly a custom that must be more honoured in the breach than the observance, and the magistrate who tried the case said as much. Nevertheless, he gave all the men, except one who did not understand English, 14 days' hard labour for refusing duty, although they did not appear to have got any part of the 25dol. for which they had signed articles.

A modest five dollars was claimed by the New York shipping master as a shipping fee, while the boarding-house keeper made deductions for board and kit, after which deductions there was probably little of the 25dol. left for the men. But even that little they could not claim as they had been foolish enough to sign receipts as having received the 25dol. The case, therefore, illustrates the simplicity of the seamen as well as the rapacity of the boarding master.

A correspondent writing from Glasgow sends us the following :—

## POUND AND PINT.

An old shellback came aft one day,  
And to the skipper bold did say,  
"I'd like verra weel tae get ma whack,  
Ma richt allooance o' junk and tack."

The skipper nearly fainted away,  
And for a while had nothing to say;  
At length he said that this demand  
He could not clearly understand.

Jack answered, as the skipper spoke on,  
"An empty bag, sir, it canna stawn."

The skipper then gave this advice—

"A full cat won't catch any mice,

But does all it possibly can to shirk

Anything having the appearance of work.

Have I not been good and kind to you,

And done all that even a father could do?"

Jack answered, as he took a quid,

"Tae ma stomach nae doot ye have been guid,

Ye hinna geen it muckle wark tae dae,

That ae thing that I must ge in tae say."

So ended this little social crack

About salt horse and mouldy tack,

In spite of all poor Jack did say,

He gets his whack the usual way.

The old allowance is out of date,

It's served out at starvation rate.

New sensible rules there ought to be

For those who risk their lives on sea.

TYPHOON JACK.

In excuse for the employment of foreigners, it is often said that they are more obedient than the British seamen. But as even the worm will turn so will the foreigner, and there is a limit to the patience of the mild Hindoo, witness the case just heard at Stratford, in which seven "coloured seamen" of the P. and O. steamer *Bombay* were charged with refusing duty.

Many cases far more serious might be cited to prove that darkies are quite as dangerous as Britons if trampled upon, and have not even the redeeming quality of attachment to our flag. Yet a correspondent writes to a Liverpool paper :—"Referring to your recent article on the manning of the navy I should like to call attention to a much neglected source for recruits for the army and navy, which exists in the native population of our empire. Outside of India I do not think any use is made of the natives, save in one West Indian regiment. Were the Government to follow the example of the Romans, the British Empire might become one of the most powerful military Powers, and in addition they would obtain very useful men for the Navy, such as the Kroomen of the neighbourhood of Sierra Leone, who are said to be excellent sailors. Military and naval training would greatly assist in civilising the men, especially if employed in different parts of the world, as occasion required, and the loyal attachment of the people so employed would be greatly strengthened. Care must be taken to avoid the grievous error of the later Roman Empire in depending entirely upon forces so recruited. The core of the army and navy should ever be from the British Isles."

It is written that the prayer of the righteous availeth much, and as seafaring folk are just as righteous as other folk—a good deal more righteous, indeed, than many of their psalm-singing censors—success ought to attend the Union and SEAFARING, judging by the prayers that have been offered up on the subject.

That the Skipper of SEAFARING is decorated with horns, tail, and cloven hoofs, and other attributes of the Devil is reported in certain quarters. It is comforting to find, therefore, that in others he is not regarded as quite

past praying for. Captain George Lucock, whose recovery from his recent accident our readers will be glad to hear of, is kind enough to remember our Skipper in the general petition which he sends us this week. For this the Skipper of SEAFARING is much obliged to him, albeit some of Captain Lucock's aspirations read like those of the persons satirised in "Hudibras" as offering up

"Prayers that were not so much petitions  
As overtures and propositions."

Our poetical correspondent, "Neptune," evidently does not believe that the Skipper of SEAFARING has the Satanic attributes referred to, or else "Neptune" is determined to satisfy himself on that question. At any rate, "Neptune" has sent us a very kind letter, offering to come all the way up to London from a distant port to see our Skipper, a compliment which our old man highly appreciates, though he has told "Neptune," who is having a spell ashore just now, that his hard-earned wages might be more profitably spent. Meanwhile, here are some more of "Neptune's" verses, his subject this time being the wedding of a member of the Union.

## ST. HILDA'S CHURCH BELLS,

Market Place, South Shields, August 5th.

## A UNION WEDDING.

The sun shines bright above the spire,  
And fills my soul with fond desire,

For Hilda's bells are chiming :  
Their notes float sweetly on the air  
And welcome the fair Union pair,

In sweet and measured timing.

St. Hilda's bells, wedding bells,

Ringing through the air ;

Merry notes, from brazen throats,

Welcome the Union pair.

Full twenty years have passed away,  
Since they chimed on my wedding day,

Still they are very dear to me.

Oft since I've left my native home,

In distant foreign climes to roam,

I've dreamt I heard them o'er the sea.

St. Hilda's bells, &c.

Though other towns their bells may boast,  
St. Hilda's chimes I love the most,

For of my life they form a part.

I oft in meditation stand,

And listen to their notes so grand,

They vibrate through my very heart.

St. Hilda's bells, &c.

NEPTUNE.

A Member of the South Shields Branch.

The *Flying Dutchman*—old Vanderdecken's, not the Great Western train—and the *Wandering Jew* seem to have something very like counterparts in the shape of certain derelicts which are knocking about the Atlantic at their own sweet will or that of the elements. The shipowners seem deeply interested in these vessels, not because they are dangerous to navigation, although dangers to navigation are dear to the heart of the owner of over-insured ships. But the derelicts by keeping afloat without any crews tend to support the delusion that crews are not necessary to ships, and as some owners seem to be fondly looking forward to the time when ships shall carry no crews at all, such owners are right in preparing the ships for that period by under-manning them.

But this argument will not do. Either an owner wants to lose his ship, or he wants her to reach port. If he wants to lose her, the sooner, from his point of view, she goes



to the bottom the better, as sunken ships, like dead men, "tell no tales," and if ships sent to sea to be lost are kept "floating round," as the Americans say, they may tell some very awkward tales. If the owner does not stand to win by the loss of his ship, the sooner she gets to her port of destination the better. Except, therefore, that a derelict may possibly cause the loss of another ship meant to be lost, it is difficult, from even the shipowning point of view, to see the good of derelicts, save, perhaps, as approaches to perpetual motion, in which capacity the tongues of some persons to be met with might beat them.

Howbeit, there is the Italian barque, *Vincenzo Perrotta* abandoned September 18th, 1887; the schooner, *Ethel M. Davis*, abandoned November 26th, 1888; the schooner, *David W. Hunt*, abandoned the day before; and the schooner, *Palatka*, abandoned last April, all loaded with timber and knocking about in the direct track of most vessels that cross the Atlantic, and all sighted several times. Whatever else they may be, they are dangerous to navigation, and ought either to be picked up or blown up. If vessels thus seen knock about so long in the great highway of the Atlantic, we wonder how many are knocking about in the less frequented Pacific Ocean.

**THE CAPTURED SEALER.**—The captured British sealing schooner *Black Diamond*, the prize of the American Revenue steamer *Rush*, in the Behring Sea, instead of sailing to Sitka, Alaska, as ordered, when the *Rush* disappeared, changed her course for Victoria, British Columbia, her home port, and has just arrived there. The commander of the *Rush* put one seaman on board as a prize crew, but this man was unable to do anything, and lay in his bunk during nearly the whole passage, not attempting to interfere. The captain of the *Black Diamond* reports that he captured 53 seals on July 11 and got them on board. "At 3.30 p.m." he says, "we sighted the *Rush*. At 4 o'clock she came up and ordered us to heave to. Her chief officer came on board and demanded our papers. We refused them. He then screwed off the cabin locks and took the papers, 105 sealskins, all the Indian spears, and 10 days' salt. The capture was made in latitude 56-16, longitude 170-20 west. We kept our course for Sitka till the *Rush* was lost sight of, and then steered south-west for Victoria." The ship's arrival caused some excitement in Victoria.

**CURIOUS WAGES CLAIM.**—At the Newport Police-court, on August 2, Captain J. Sutherland, master of the barque *Caribou*, of Glasgow, was summoned under the Merchant Shipping Act for a sum of £19 18s., balance of wages alleged to be due to complainant as steward. —Mr. Llewellyn J. Phillips appeared for the complainant, Mr. Hornby for the defendant, and Messrs. J. S. Brown and Company, of Glasgow, for the owners. The case for the complainant was that he was sent down by the owners to join the ship as steward in March last, but at that time the *Caribou* appeared to have fallen on bad times. Whilst she lay at Liverpool, a dispute arose as to the shares, and, according to Mr. Hornby, some of the parties to the dispute stole her from Liverpool and ran away with her to Newport, where she was arrested. Warrants were taken out for arresting three of the parties to the proceeding for forgery. Litigation had been going on in the case ever since, and no articles had been signed for the ship going to sea. Complainant, however, stood by her as steward up to a short time ago, and then left, as he stated, because he could get no money or food. The clerk doubted whether a steward under such circumstances, could be regarded as a seaman under the Merchant Shipping Act. If he were not a seaman, the court had no jurisdiction over £10. Mr. Phillips said, however, that the complainant was always put on the articles when he went to sea. In defence, Mr. Hornby put in a statement by which it was shown that complainant had been paid over £2 19s. The court, after an hour's attempt at solution, admitted themselves still considerably befogged, but recommended the owners to make payment of a few pounds to the man.

## PASSED EXAMINATIONS.

Week ended August 3, 1889.

Note.—Ex. C. denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. SS. denotes Steam Ship Certificates.

### FOREIGN TRADE.

Name.	Grade.	Examining Board.
Smith, D. Sinclair	Ex C	London
Marsh, Leonard W.	Ex C	London
Hagen, N. F. S.	O C	London
Fraser, R. H.	2 M	London
Turner, Frank M.	2 M	London
Gambier, R. G.	2 M	London
Hudson, Harrington	2 M	London
Wills, Wm.	O C	London
Weston, C. T.	1 M	London
Carey, G. A.	O C	London
Eggleton, Wm.	1 M	London
Thorlin, G. R.	O C	London
Outram, J. F. H.	1 M	London
Hendelin, Sivert	O C	London
Starling, J. T.	1 M ss.	London
Gilbert, Wm.	1 M	London
Peart, W. H.	1 M	London
Smart, Jno. I.	O C	Liverpool
Monat, Hy.	O C	Liverpool
Bloose, Chas. Geo.	O C	Liverpool
Mounsey, John	O C	Liverpool
Shilston, Ernest	2 M	Liverpool
Bland, Saml. H.	2 M	Liverpool
Doyle, Patk. Josh.	2 M	Liverpool
McGinnis, Jas.	O M	Liverpool
Dodd, Josh.	1 M	Liverpool
Tomkins, David	1 M	Liverpool
Anderson, Jno.	2 M	Glasgow
Crichton, Archibald	2 M	Glasgow
Kidd, Peter	O C	Glasgow
Miller, Jno.	O C	Glasgow
Clark, Jno. E.	O C	Glasgow
Snape, L. E.	1 M	Glasgow
Johnstone, J. B.	2 M	Dundee
Girdwood, Alex.	2 M	Dundee
Storm, J. P.	O C	Dundee
Whitehead, Jas.	1 M	Dundee
Wake, Jno. G.	2 M	S. Shields
Peterson, P. H.	1 M	S. Shields
Wraith, H. D.	O C	S. Shields
Sims, F. R.	1 M	S. Shields
Shoebridge, Wm.	O C	S. Shields
Clayburn, Wm.	O C	S. Shields

### HOME TRADE.

Williams, Harold	Mate	Liverpool
Black, Alex.	Master	Dundee

Note.—Ex. 1 denotes Extra First Class; 1, First Class; 2, Second Class.

### ENGINEERS.

Hunter, Jno.	2	London
Jackson, C. H.	1	London
Spenceley, G. E.	1	London
Kineard, E. C.	1	Liverpool
Rees, Herbert	1	Liverpool
Cruickshank, R. L.	1	Liverpool
Hay, Alexr.	1	Liverpool
Smith, David	1	Liverpool
McCallum, Angus	2	Liverpool
Vance, Robert	2	Liverpool
Nunes, Chas. E.	2	Liverpool
Williams, E. W.	2	Liverpool
Hamilton, Jno.	2	Liverpool
Morrison, David	2	Glasgow
Walker, Harry M.	2	Glasgow
Coper, Edward	2	Glasgow
Crow, H. M.	2	Glasgow
Sinclair, Archibald	2	Glasgow
Bell, Thos. A.	1	Glasgow
Wells, Geo.	1	Glasgow
McAllister, Wm.	1	Glasgow
Law, Geo. H.	1	Glasgow
Ritchie, Rd.	1	Glasgow
McDonald, Wm.	1	Glasgow
Russell, Wm. Hy.	2	Cardiff
Drew, Jno.	1	Cardiff
Stephens, Wm. H.	2	Cardiff
Cocks, Chas.	1	Cardiff
O'Brien, Wm.	1	Cardiff
Amos, Albert	2	N. Shields
Priestley, Elijah	2	N. Shields
Fletcher, A. C.	1	N. Shields
Holman, H. G.	1	N. Shields
Morley, Thos.	1	N. Shields
Tobias, Jno. R.	1	N. Shields

ON Saturday, in the Admiralty Division, the hearing concluded of an action arising out of a collision between the steamships *Harold* and *Toward*, off Beachy Head on June 11 last, and as a result the *Harold* was so much damaged that she sank almost immediately. The court pronounced both vessels to blame.

## COLOURED SEAMEN.

At the Stratford Petty Sessions, last Tuesday, seven coloured seamen of the P. and O. steamer *Bombay* were charged with refusing to obey lawful commands of officers of the ship.—The evidence shewed that on Saturday afternoon the chief officer of the *Bombay* gave the native crew some orders, but they refused to obey them, and when Captain Basson went on board he ordered them to muster. They gathered outside the P. and O. offices, and here each of them were spoken to, and all refused to proceed to sea in the vessel. The prisoners, who were looked upon as the ringleaders, were then ordered into custody, but the whole of the crew followed them, and were with difficulty kept back by Inspector Hamilton, of the dock company's police.—Mr. E. A. Dow, solicitor, interpreted the evidence, and stated that the prisoners said that if Captain Basson did not go with the ship they would do so. There were lots of ships in the P. and O. fleet, and they wanted to know why he could not be transferred. They were willing to work, but not under this captain. Through Mr. Dow they put questions alleging tyranny and ill-treatment on the last voyage, but these allegations were denied by the captain. They said that in stormy weather they were put to work on the top forecastle, that in the middle of a very hot day they were sent near the funnel, that the *Bombay* was undermanned, and that at Singapore they were made to work in the coal bunkers.—In reply to the Bench, Captain Basson said his crew was 72, all told, 20 of them being on deck. The tonnage of the *Bombay* was 2,048, and he considered that she was quite sufficiently manned for a cargo-boat—they carried no passengers.—Edmund Bingham, the chief officer of the *Bombay*, produced the articles of the prisoners, and said that they had been transferred from the steamer *Peshawar* to the *Bombay*, a new ship, that being her first voyage.—Prisoners' defence was a reiteration of their previous allegations, and the ringleader added that one man when he fell sick was still worked, and he died. They had memorialised the company not to be sent with Captain Basson.—Mr. A. Webb, one of the shore officials of the P. and O. Company, said that when this memorial was received the superintendent spoke to the men, and it was thought the difficulty was ended by adding three to the crew.—Colonel Birt (the chairman) said the court were disinclined to send the men to prison. They were an intelligent lot of men and bore good characters, and he suggested a compromise.—The men (who had been put back for about half an hour, and had consulted) said they would go back to work if they were assured of no ill-treatment, and Captain Basson telling the Bench that the men might rely on kindness, they were discharged.—Enos Jacreed and Abas Mahomed, firemen of the same vessel, were next charged with refusing orders, and Abas was charged with assault. At 6 o'clock on Monday morning the firemen of the *Bombay*, siding with the seamen, refused to work, and it was alleged that Abas encouraged them to attack one of the serangs. He hit him with a broom; but in defence the assault was denied, and allegations were made that the serang attacked four of the firemen.—In the result, Jacreed, promising to resume work, was discharged, but Abas Mahomed was fined 10s. and the costs.

THERE have been launched on the Clyde during the month of July 13 vessels of a total measurement of 23,884 tons. All of these, with one exception, were steamers. The total tonnage launched for the year to date is 162,592, being the largest output since 1883, and exceeding that for the corresponding period of last year by 43,398 tons.

REWARDS have been granted by the National Lifeboat Institution to three men and a woman for putting off in a boat and saving a man from a boat which had been capsized off Cape Clear, county Cork, during a strong NE breeze on the 2nd ult. Among the contributions recently received by the institution are £2,000 from an anonymous donor for three lifeboats, to be named respectively the *Ellen* and *Eliza*, the *Three Brothers*, and the *Three Sisters*; £150 from the Ancient Order of Foresters, annual subscription in aid of the support of their three lifeboats; £52 10s. annual subscription from the Worshipful Company of Drapers; and £10 10s. additional donation from the Worshipful Company of Skinners. New lifeboats have been sent during the past month to Blyth and Weston-super-Mare. The Mundesley, Withersea, and Gourdon lifeboats, having been altered and fitted with modern improvements, have been returned to their stations.

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THE ORGAN OF THE SEAFARING CLASS.

SATURDAY, AUGUST 10, 1889.

It will be remembered by most of our readers that the Merchant Shipping (Life Saving Appliances) Act of last year provided for the appointment of a Consultative Committee to advise the President of the Board of Trade, and to prepare rules for carrying out that Act, the committee to include three seamen. As this was about the first Parliamentary recognition of the seamen's right to be represented or consulted on matters of the most vital consequence to themselves, the concession was received in seafaring circles with considerable satisfaction. The first question that arose was, who the three representatives of the seamen were to be. That was settled in such a manner that while more than one local society secured representation on the committee by one of its officials, the Sailors' and Firemen's Union was not represented on it at all, and the natural result was that Union men felt aggrieved. While we have supported and mean to support the Union in its numerous efforts for the welfare of the seafaring class, and while we maintain that an organisation of seamen should be at least National—and if possible International—to effect the great reforms that are needed, it has not been, and it is not now, any part of our object to foment jealousy between the various societies, but rather to make clear the fact that each will be the more powerful by cordial co-operation with the others in all wise efforts for the real welfare of the seafaring class. But it is impossible to refer to the subject of the Consultative Committee without recording the fact that the claims of the Union to representation on it were not recognised.

Unionists may however console themselves with the assurance that, as their organisation grows in strength, there is less and less likelihood that its claims to representation will ever be passed over again. Union men have also another consolation. The labours of the Consultative Committee, although unquestionably important, have not been so very important as many persons may have imagined. Had the Committee been appointed to consider the best means of saving life at sea, and had the seafaring element on it been powerful enough, the results would have been valuable indeed. As a matter of fact, the Committee was not appointed to do anything so sweeping. Its duties were strictly limited to considering and preparing rules for—(1.) The arranging of British ships into classes, having regard to the services in which they are employed, to the nature and direction of the voyage, and to the number of persons carried. (2.) The number and description of the boats, lifeboats, life-rafts, life-jackets, and life-buoys to be carried by British ships, according to the class in which they are arranged, and the mode of their construction; also the equipments to be carried by the boats and rafts, and the methods to be provided to get the boats and other life-saving appliances into the water; such methods may include oil for use in stormy weather. (3.) The quantity, quality, and description of buoyant apparatus to be carried on board ships carrying passengers, either in addition to or in substitution for

boats, lifeboats, life-rafts, life-jackets, life-buoys."

These are subjects of serious concern to all who go down to the sea in ships, but no practical seafaring man requires to be told that these are by no means the only subjects that ought to be considered in devising means for the saving of life at sea. Unless the preventable causes of loss of life at sea are removed, the best committees and life-saving appliances can do comparatively little good. Undermanning and the system of insuring ships beyond their value, are the chief preventable causes of loss of life at sea, and until these causes are removed, thousands of seafaring men will continue to be sacrificed to the insatiable greed of the great god Mammon, whose prophet is Parliament and whose priests are too often the parsons. The crimes of Jack the Ripper horrify everybody, while the wholesale slaughter of seamen for the benefit of capitalists is regarded as a perfectly legitimate as well as profitable pursuit by no means inconsistent with piety. This slaughter is taken as a matter of course by the same public and its newspapers that go into fits over the Whitechapel atrocities. So far as they have been made out, the motives of Jack the Ripper are by no means lofty ones. But neither is the greed that impels the capitalist to fill his coffers by slaughtering seamen. Neither Jack the Ripper, nor all the persons hanged in England in the last hundred years, can compete either in revolting wickedness or the number of their victims, with the cold-blooded, calculating capitalists who wax fat on the slaughter of seamen.

To return, however, to the Consultative Committee. As it was only appointed to deal with the subjects above specified, the Committee cannot be fairly blamed for failing to deal with the more important subject of the causes of loss of life at sea. That subject will have to be grappled with in earnest some day. The sooner that day comes the better; and the way to hasten its coming is for each man and woman to strive incessantly for the return to Parliament of a larger number of representatives of Labour, including some experienced and earnest seamen of proved devotion to the cause. There may be one or two men of that kind, possessed of the requisite money to fulfil the duties of legislators. But that is doubtful, and seafaring men may at once make up their minds that if they are to be represented by men of their own class in Parliament they will have to pay them as other Labour representatives are paid. Men wanting easy jobs need not apply. Rather do we want men with the courage and devotion of martyrs; men who have themselves suffered the wrongs they are sent to denounce; men who care for nothing but the triumph of our cause. Meanwhile we have before us the Report of the Consultative Committee, and the Rules passed accordingly by the Board of Trade. These Rules arrange ships into seven different classes, several of which classes are again arranged in sub-divisions, including steam and sailing ships, carrying and not carrying passengers, and river and lake steamers not going to sea. In proportion to her tonnage, each ship must carry a minimum number of boats of a defined description and carrying capacity, which boats must be placed under davits, and fitted with gear enabling the boats to be readily lowered, while the boats must be equipped in accordance with certain General Rules which are appended to the Rules themselves. These Rules would fill nearly the whole of one number of SEAFARING, so we cannot set

them all forth although we shall notice them in more detail on a future occasion. The Rules, we may add, have been printed at the expense of the public and presented to Parliament, where not one man in 50 will either read or understand them, while seafaring men whom they so much concern, have not received them at all. But the Rules, may be had post free by sending twopence to Messrs. Eyre and Spottiswoode East Harding-street London, E.C.; or to Messrs. A. and C. Black, North Bridge, Edinburgh; or Messrs. Hodges, Figgis and Co., 104, Grafton-street, Dublin; and a copy ought to be obtained by each branch of the Union where it would be read with interest and discussed with profit.

### HARD LINES.

At the Woolwich Police-court, on Saturday, Albert Ahlsteat, 31, James Woolf, 20, James George, 21, and Edward B. Wilson, 20, all firemen belonging to the steamship *Canada*, were charged, before Mr. Marsham, with refusing to work during the voyage from New York to England.—Mr. A. Robertson, chief engineer, said that shortly after leaving New York harbour the prisoners refused to go to their duty, and others of the crew had to be put to do their work on extra pay, at a cost of £8. The ship's articles were produced, as were also the receipts which the prisoners had signed as to receiving 25d. for the voyage.—The prisoners, in defence, denied having received any portion of the money, but admitted having signed the receipts because the shipping master in New York had told them that, for his own protection, he could not pay them then, as they might run away and not join their ship, but that they would get their money after they went on board. They were aware that five dollars would have to be deducted from each of their wages for the shipping master's fees, and also the amount due to the boarding-house master for lodging and the few articles of sea kit supplied to them, but the balance they were entitled to was never paid them.—The chief engineer said he asked the prisoners, after they came on board, whether they were satisfied, and had had all the money due to them, and they replied in the affirmative. He was sure all the prisoners understood his question.—In answer to Mr. Marsham, however, witness admitted that the inquiry alluded to was not interpreted to Ahlsteat (a Finn), who professed not to understand English.—Woolf, George, and Wilson said they were asked if they were satisfied, which they thought referred to other matters, as no mention was made about money.—Mr. Robertson said he distinctly asked them if they had had their money.—Mr. P. A. Thomas, a clerk in the London offices of the owners, produced a telegram from the New York offices, stating that the prisoners had "acknowledged" having received all that was due to them.—Mr. Marsham said it was already known that they had acknowledged the receipt; what was wanted to be known was whether they were paid any money. During the progress of the case it was stated that although some of the prisoners had stayed only one day at the boarding-house at New York, they would be charged, according to custom, for a whole week, a matter of seven dollars.—After hearing other evidence, his worship remarked on the inconsistency of the boarding-house "custom," considering it possible that their other high charges might leave little if any balance for the prisoners to take. The men should, however, have raised the question when interrogated by the chief engineer before the shipping master in the presence of the notary public, and not have waited till they got to sea, and then refused to work. As, however, Ahlsteat did not understand English, and the questions had not been interpreted to him, he would be discharged; but as the same excuse could not be urged on the part of the other prisoners, who very well understood the inquiries put to them, they must each be imprisoned and kept to hard labour for 14 days.

THERE are 15 or 16 vessels on the building berths at West Hartlepool.

AN action brought by the owners of the steamship *Hispania* against the owners of the schooner *Bess Mitchell*, to recover damages for a collision which occurred in Mostyn Deep, in the river Dee, on the night of February 20 last, has resulted in the *Bess Mitchell* being found alone to blame.

### NAUTICAL NEWS.

THE new lighthouse on Cape Emomi, in Hokaido, Japan, was lighted on July 1.

THE rivet boys in the employment of Messrs. Robert Napier and Sons, Govan, are on strike.

FIVE shipwrights and five smiths employed at Devonport Dockyard will be served with notice to leave a week hence.

IT is said that the Government contracts lodged with Clyde shipbuilders represent upwards of one and a half million pounds.

THE building of the new pier for the White Star line at New York is expected to be ready for occupancy about August 15.

IN the trial trip of the Oceanic steamer *Australia*, at San Francisco, she made a speed of 17 knots with 67 revolutions.

THE Northern Lighthouse Board have adopted Priestman's oil engines for blowing fog signals in preference to steam or gas engines.

THE whaler *Earl of Mar and Kellie*, from Greenland, with 25 tons of oil, has landed the Shetland portion of her crew at Lerwick.

THE new White Star steamer *Teutonic* sailed last Tuesday on her maiden voyage across the Atlantic, great interest being taken in her.

REPORTS indicate a very prosperous condition of affairs in the Atlantic ship-yards where iron and steel steamers are built.

AN explosion has occurred on board the artillery training frigate *Couronne*, at Les Salms d'Hyeres. Five men were killed and many injured.

THE first report of the reconstituted Barrow Shipbuilding Company deals with eight months' operations. The accounts shew a margin to credit of £5,356 15s. 11d.

MESSRS. W. B. THOMSON, of Dundee, are building a tug steamer for the Clyde Shipping Company, which, it is confidently expected, will be the most powerful in home waters.

MESSRS. A. A. LAIRD AND CO., and Messrs. Lamont and Co., in connection with the steamboat service from the Clyde to Dublin, have arranged to sail under "neutral funnels."

THE Brazilian Minister of Marine intends to put a stop to "malingering." He has ordered that all officers afloat who return themselves as ill must go to the marine hospital for 24 hours at least.

LIEUTENANT DHANIS has returned to Brussels after three years' sojourn on the Upper Congo, and gives an interesting and encouraging account of the gradual development of the stations along the river.

THE Inman steamer *City of Paris* has just made the passage to New York in five days, 23 hours, and 10 minutes, or three minutes only behind her former quick passage, which is the fastest on record.

THE passengers of the Inman steamer *City of Chester*, on arrival at New York on the 22nd ult., presented Captain Edward F. Barff with a testimonial, in which the most unqualified praise is bestowed upon this commander.

A BILL has been introduced into the Indian Legislative Council to amend the India Steamships Act and the Inland Steam Vessels Act, so as to empower the local governments to delegate the authority to grant certificates.

A UNITED STATES Revenue cutter has seized the Spanish schooner *Montezuma*, of Cedar Keys, Florida, for having no marine papers, for trying to make a port which is not a port of entry, and for fishing within the three miles limit.

THE report of the results of the Deep Sea Exploring Expedition of the *Challenger* is now within measurable distance of completion. An additional £1,600, one of a long series of grants in connection with the work, will, it is expected, be the final payment.

ON Saturday, at Liverpool, Captain Lowe, of the steamer *Recta*, was fined 40s. and costs at the instance of the Mersey Docks and Harbour Board for having permitted a naked oil lamp to be burning in a small wooden locker in the fore-castle of his vessel at 10.30 p.m. on the 31st ult.

ARTHUR ROBERTS, chief mate of the schooner *Miss Williams*, of Carnarvon, charged at Queens-town with attempting to smuggle 4lb. of foreign manufactured tobacco, which was found concealed beneath the bed in his berth, has been fined £1 10s 2d., being single value and duty.

A NOTICE, dated July 26, from the Governor of Malta, says that vessels arriving from the Arabian coast between Lith and Mocha shall be subjected to 12 days' quarantine; and that vessels with pilgrims from the east, or having had plague on board, shall not be allowed to enter the harbour.

BEFORE Mr. Justice Butt and Trinity Masters, the damage action arising out of a collision between the steamship *Bilbao* and the *Zadne* in

Gravesend Reach, has been heard. Both vessels were considerably damaged. The court came to the conclusion that the *Zadne* alone was to blame for the collision.

A SERIES of letters from Dr. Karl Peters has arrived. They give an account of the voyage by which Dr. Peters, eluding Admiral Fremantle and the blockade, succeeded in landing his Emin expedition in Kweio Bay. Dr. Peters in his letters protests violently against the seizure by Admiral Fremantle of the ship *Neera*. She has since been released.

THE *New York Times* announces that Mr. Austin Corbin has purchased a large tract of land at Montauk Point, Long Island, and that the Rapid Transit Steamship Company, which he represents, will proceed immediately to the construction of eight steamships to ply between Fort Pond Bay and Milford Haven, in Wales.

At a meeting of the Carrick Fergus Harbour Commissioners the Harbour Committee submitted for approval a revised schedule of rates for vessels entering the harbour, and it was reported in connection therewith that several improvements were necessary for the quick discharge of vessels, and for giving accommodation for the storage of cargo on the quays.

THE shipbuilding yards of the Tyne and the Wear are very busily employed at present, and seldom in the history of shipbuilding have there been so many specifications sent round to building firms as they have received of late. In the shipbuilding trade on the west coast there is a growing activity in consequence of the orders recently booked, and the prospects are improving every day.

It is reported from San Francisco that news from Ounalaska confirms the recent reports of the loss of three whaling schooners, *James A. Hamilton*, *Otter*, and *Annie*. No trace of them had been seen in the Arctic, and it is generally believed that they are lost. The vessels carried about 60 officers and men.

LAST Tuesday, in the Court of Queen's Bench, Thomas Phillips, of Dartmouth, and Emma Louisa Hanger and Elvina Louisa Moon, of Devonport, were indicted for having committed an offence against the Customs laws. Phillips obtained tobacco stalks from the training ship *Britannia*, at Dartmouth, and sold it to the other two defendants, who converted it into snuff. The defendants pleaded guilty. Judgment was given against them for penalties amounting to £8,076.

DURING July 24,716 immigrants arrived in New York, against 28,690 in the corresponding month of last year. Every month this year (says a correspondent) has shewn a decrease in immigration, caused by the difficulty of finding employment, the additional inducements offered by the South American nations, and the changed policy obtaining in Europe of inducing the population to remain at home, while the strict enforcement of the American laws against pauper immigration has also had some influence.

At the sixth half-yearly meeting of the Bute Docks Company, recently held, from the accounts submitted it appeared that the balance available for dividend amounted to £102,530, and that after providing for interest on debenture stock and dividend on the 4 per cent. preference shares there remained a balance of £62,530. The report was adopted, and a dividend for the half-year at the rate of 6 per cent. per annum on the ordinary shares, payable on the 15th of August, was declared, leaving a balance of £8,530 to be carried forward.

THE repeated attempts to remove the steamer *Triumph* from the dangerous position she has so long occupied at the entrance to the Tyne have at length been so far successful that the channel is again clear of obstruction. The steamer *Triumph*, of Sunderland, foundered in the Narrows, abreast of the South Groyne Light-house, and almost in mid-channel, after collision with the Spanish steamer *Rivas*, of Bilbao, on the 22nd of October last, and since that time has been a constant source of danger to the navigation of the Tyne.

A DESPATCH from Victoria, British Columbia, reports that the British Squadron has been sent to the North Pacific to protect all British sealers there. It is stated that the Washington authorities are awaiting the mail reports before they justify any seizure. Mr. Secretary Blaine says (according to an American telegram) that everything which has been done concerning the Alaskan fur-seal question since March has been carried out under the law then passed by Congress. The Treasury officials state that the Alaskan revenue officers will seize every vessel, American or British, found violating the law which has been made to prevent the extermination of fur-seals.

THE number and tonnage of British vessels respecting whose loss reports were received at the



Board of Trade during the month of July, 1889, and the number of lives lost, are as follows:—Sailing, 40; tonnage, 7,720; lives lost, 9. Steam, 7; tonnage, 2,652; lives lost, nil. Total, 47; tonnage, 10,373; lives lost, 9. The above table is a record of "reports received" in the month, and not of wrecks which occurred during the month. Many of the reports received in July relate to casualties which occurred in previous months. Casualties not resulting in total loss of vessels, and the lives lost by such casualties, are not included.

A DESPATCH from Canea announces that a murderous attack has been made upon an Italian sailor by a band of Mussulmans. It appears that the Mussulmans, who were in a state of exasperation at the murder of one of their comrades, met a sailor belonging to the Italian vessel *Anna* outside the town of Canadia and fired upon him, the ball striking the sailor in the breast. The wounded man was afterwards discovered and conveyed in a dying condition to the hospital. The military commander, as the representative of the Government, has sent a telegram ordering the discovery and arrest of the assailants, and the Italian Consul is exerting himself energetically with that object.

A DEPUTATION of East Coast pilots has had an interview with Colonel Anstruther, M.P., Sir Savile Crossley, M.P., Sir Henry Tyler, M.P., Sir Edward Birkbeck, M.P., and the Attorney-General, in the Conference-room of the House of Commons, for the purpose of considering what steps should be taken with reference to the Pilotage Bill. It was urged that the clause relating to alien pilots was allowed to remain in the bill, the East Coast pilots and the Isle of Wight pilots would suffer very materially, and it was stated that they would prefer to forego any benefit which might accrue from the other provisions of the bill rather than see it pass with this provision in it. The Attorney-General promised to consider the representations of the deputation, and to lay them before his colleagues.

At Liverpool on Saturday, George Dudley was charged with wounding Gilbert Jackson on the high seas. The prosecutor was a cook on board the *City of Rome*, and it appeared that he had been in the habit of giving the firemen the food returnable from the cabin. The prisoner asked him for some of the food, and the prosecutor informed him that he had had orders to give no more. The prisoner, it was then stated, struck the prosecutor with a large cooking tin, cutting him across the eye.—Mr. Neale, for the defence, said that the prisoner joined the *City of Rome* in consequence of some of the crew deserting the vessel. He alleged that the prisoner was, in consequence, looked upon as a scab, and not treated as the other portion of the crew. He further alleged that it was the prosecutor who first attacked the prisoner.—Fined 20s. and costs.

At Glasgow, Captain Crichton, of the steamer *Circe*, of Glasgow, has been presented with a gold watch and chain, and James Kennedy (boatswain) and Lachlar Feltman (seaman) with 25d. each, in recognition of services rendered to the crew of the *Mary E. Dana*, an American vessel, which was in danger of being wrecked off Baltimore on the 17th March last. Mr. Nathaniel Dunlop, who made the presentations on behalf of the United States Government, said that at the time of the rescue the sea was running very high. Captain Crichton took the precaution of placing his own steamer on the windward side of the vessel in distress—allowing himself to be in the trough of the sea—and by the free use of oil contrived to allay the waves, so as to allow of a boat being launched, manned by Kennedy and Feltman, and also James McCusker, James Walker, James Paxton, and under the charge of the chief officer George Laing. The captain and seven of the crew of the brig were saved.

In the Nisi Prius Court at Liverpool, on Saturday, before Mr. Justice Grantham and a special jury, a demurrage claim was brought by the ship *W. G. Russell* Company, Limited, against Messrs. Harrison, Robinson, and Company, in order to recover the sum of £126 for the detention of a ship for seven days, the claim being at the rate of £18 per day. For defendants it was contended that the discharging was carried on with ordinary despatch. The plaintiffs, however, complained that only one log (the cargo being pitch pine and pencil cedar from Pensacola) was drawn out at a time, whereas there should have been two. For the defence, however, it was pointed out that the space allotted on the quay would not have allowed of this. His lordship expressed surprise that in the present day there should be shewn a desire to adhere to a system prevailing 40 years ago. Verdict for plaintiff for £72, or compensation for four days' detention.

## THE SAILORS' AND FIREMEN'S UNION.

### CONFERENCE OF DELEGATES.

A conference was opened last Wednesday morning at Sunderland. The following delegates, representing branches named below, were present:—Messrs. Duffy, Glasgow; Hines, Sunderland; James Smith, Dundee; Field, Goole; Thompson, Swansea; Robinson, Middlesbrough; Gibbs, Newport; Thornton, Dublin; Smith, Seaham; Randall, West Hartlepool; Arnold, King's Lynn; O. Hare, Bootle; Hetherington, Newcastle; Cheetnam, South Shields; Connarty, Liverpool; Sprague, Southampton; Harvey, Grangemouth; Holland, Birkenhead; Myers, Hull; McIver, Barrow; Fowler, Tidal Basin; Appleby, North Shields; Simpson, Grays; Scott, Leith; Chiltern, Grimsby; Lowery, Aberdeen; Fish, Green's Home; Harrison, Cardiff; Hobbs, Bristol; Tilton, Tower Hill.

Mr. Robinson, of Middlesbrough, was unanimously elected chairman, and Mr. Sprague, of the Southampton Branch, was elected vice-chairman.

The credentials of the various delegates were then examined, with the result that that of the Greenock branch was objected to. Mr. Donnelly, the secretary of the branch and the delegate in question explained he had been sent by the Greenock members to represent them, as his branch could not send anyone else. After discussion it was resolved that Mr. Donnelly be allowed to remain but not to take any part in the deliberations of the delegates assembled, but that his branch should be represented by the delegate from Glasgow, who was not a paid official of the Union. After this the credential of the Cardiff delegate was brought forward, and it was decided in his case that he should be allowed to remain at the meeting and represent his branch.

The general secretary was then called upon by the chairman to give his statement as to the working of the Union. This he did; but, unfortunately, we are not able to give it in detail until our next issue, when members shall have the statement *verbatim*.

The question of the recent strike was then considered, and the general secretary addressed the meeting thereon, when after due discussion it was proposed by Mr. Fowler (representing Tidal Basin Branch), and seconded by Mr. O. Hare (of the Bootle Branch), and supported by Mr. Arnold:—

"That the Conference approves of the action of the Executive in ordering the recent strike, and have full confidence in the Executive and general secretary."

The next question for discussion was that of "The late decisions of the Executive in carrying out the rules," and in reference thereto the action of the Executive Committee in connection with the expulsion of certain members was approved of and the following resolution submitted:—

"That the members of the Conference fully approve of the manner in which the expelled London members and the late secretary of the Tower Hill Branch have been dealt with by the Executive Council."—This was carried *nem. con.*

After the passing of the last resolution, it was resolved to adjourn the conference until Thursday morning. We may state that Signor Durland, who has always taken a great interest in matters affecting Trades Unionism, and more particularly in connection with the Sailors' and Firemen's Union, kindly invited the delegates to visit his bright music-hall in Sunderland, which is appropriately named *The Star*, and at his hands they received the courtesy for which the Signor is renowned. We trust next week to publish a more lengthy and detailed account of the Conference.

### LIVERPOOL BRANCHES.

We are working steadily along, and have got nearly all the men back into their ships again. The scabs only seemed to answer the purpose as long as the strike lasted, and the shipowners are alive to the fact that it is a losing game to carry them, because, as a result of the scabs' incompetency, the ships are considerably longer on their passages, and there is a greater consumption of fuel, with a less pressure of steam maintained, which is a serious drawback to the interests of the owners, especially while competition is so keen in the Atlantic trade. Incompetent men, therefore, stand a poor chance when competent men are to be obtained. The White Star Company are bidding high for the supremacy, and we wish them every success, as they are the most reliable company out of the port in that trade, both for wages and general good treatment of the men they employ, and had it not been for the strong combination and the influence of the other competing firms being brought to bear upon them

during our late struggle, we have every reason to believe the White Star Line would have conceded the wages demanded. It is rumoured that the Queen at no distant date will be pleased to confer a knighthood on Mr. Ismay, the head of the firm, and the seamen and firemen of Liverpool will hail with delight such an honour as well deserved by such a distinguished gentleman. On the other hand, Mr. James Henderson, the head of the Anchor Line, is now posing as a champion of the working classes, and offering himself as a candidate for the Lime-street Ward, for the vacancy which occurred through the death of Sir James Picton; but these seamen and firemen of Liverpool consider that Mr. J. Henderson is not a fit and proper person to represent the masses, seeing that he played a leading part in opposing our interests in the recent struggle for emancipation. How can it be expected that he will take any active part in promoting our interests? The two candidates seem to be representatives of the two extremes of the ward—one a representative of labour, the other of capital; and we may naturally expect that Mr. Henderson would study the interests of capital against labour. Besides, he will not have sufficient time to devote to municipal matters which would be necessary, while the other, Mr. John Bond, is a thorough Labour candidate and a man with a practical knowledge of the requirements of the masses gained by hard experience; so we, the seamen and firemen of Liverpool, consider it to be our bounden duty to do all we can to return him at the head of the poll.

A Birkenhead correspondent writes:—The report of the auditors of this branch is very satisfactory to all concerned, the number of members for quarter ended July 29 being 500, or an average of about 38½ members per week. The financial statement is also very satisfactory; after all our heavy expenditure we have a balance in hand which, although not very large, is more than was generally expected by the members. We changed our address on Tuesday last, and had a concert of song and dance to celebrate the opening of our new club-house. There was a large attendance, over which Mr. Shepherd had the honour of presiding; the party breaking up about 10.30, after spending a very agreeable evening. We have in our new place a club-room, reading-room, and smoke-room, and office combined. It has cost us a good bit of money to get it fitted up, but the members are all highly pleased with the place, and we hope it will continue to give satisfaction.

### DUNDEE BRANCH.

There is nothing startling to report from Dundee this week, otherwise than a steady improvement both in the numbers and finance of the branch. We are beginning again to recover the ground we have lost. The ship *Maulesden*, bound for Rio Janeiro, which refused to give the Union rate of wages, obtained a crew of foreigners from Glasgow, in spite of a telegram sent to the secretary to prevent men from coming to man her, as there was a dispute going on. "I think," adds our correspondent, "the secretary in Glasgow might have prevented these men, seeing that I used every effort here to prevent men going to Glasgow during the lengthened strike. The men were put aboard the *Maulesden* at the mouth of the Tay, so that we knew nothing of it, until we heard they were on board."

### SOUTH SHIELDS BRANCH.

The usual weekly meeting was held in the Seamen's and Firemen's Union Hall July 30, when the minutes of the previous meeting were adopted. The secretary read the quarterly report, and explained the position of the branch, saying that when they came into the hall in April they had to borrow chairs and the table from Mr. Cowie; but he was happy to say that to-day their hall was a credit to the members. It was not like some that we hear of, where the men in wet weather have to look inside and not go in, but remain in the wet or go in the shipping office waiting-room. In our hall you have checkers and dominoes and other things to amuse yourself. Besides you can bring a friend in, and there are all kinds of papers to read—in fact, all that seamen can require for a branch. The secretary also said that the financial position of the branch was good. To their credit in the general fund they had £451 and a banking account in South Shields. They were not like some branch offices that thought they could do what they liked with their funds; nor like those who, when they went to open other fields, thought they took all the intelligence with them, and when they got orders from the Executive Council scorned them; and when the strike ended one of them had a letter in SEAFARING, the position he took up being like the circus horse in the middle of the plank. The



speaker added that he was proud of the Executive, for no Council had done anything like them in the past, and none of them would be wanting when their trial came. On it they would stand like men, always ready and willing to do battle when they were wanted. The South Shields branch, he added, numbered 3,000 members.

#### SUNDERLAND BRANCH.

Everything is pretty quiet in Sunderland just now, only the local society there, which is doing the work that blacklegs do. That is, wherever they have had the opportunity they have offered to man ships for 30s. per week, where men have had 32s. 8d. Next they represent themselves as trades-unionists, and tell the National Union they are not trades-unionists. It is the intention of this branch to have a public meeting on Thursday evening, when there will be stewards appointed to put out all unruly persons. Resolutions will be proposed urging on her Majesty's Government to legislate on the following questions:—The granting of certificates of servitude to able seamen and firemen, the manning scale, representation of seamen on Pilotage Boards, conveyance home of distressed seamen, better sanitary accommodation for seamen, representation of seamen at Local Marine Boards, Employers' Liability Bill, and vote by proxy. There will be delegates present from all parts of the country.

#### BURNTISLAND BRANCH.

This branch which has only been in existence for the short period of three months, has rapidly come to the front, and is taking a front place among some of the minor branches. At the quarterly meeting held here, the progress of the branch under the charge of the secretary, Mr. J. Moodie, was shown greatly to the satisfaction of all members, and that since the opening of the branch on April 25, by Mr. C. C. Byrne, now secretary for Grangemouth Branch, close on 300 members have been enrolled, most of them being paid up, while a great many foreigners (not having service to shew) had to pay down £5 in order to get shipping. A good deal of trouble was caused during the strike by captains of vessels coming across from Leith and other ports for men at reduced rates, but not a few of them had to leave the same way as they came. Another great source of trouble during the latter end of the strike was that when in Burntisland the wages of the Union were being obtained in almost every vessel with the exception of a few, the masters of these few would proceed to Leith and bring men from that port to man their vessels for less wages. Very strong dissatisfaction has been felt among the members here against the Leith men who have thus come over and shipped. The branch at Withal in connection with Burntisland, and which Mr. Moodie visits occasionally, but which has been now left in charge of a gentleman in business there (Mr. Moodie going once a week) seems to be progressing very favourably. This port will form a very important one to the Union, as it is a loophole to masters who would like to crush this Union of Sailors and Firemen, especially one who is well-known in that place, but better known in Burntisland, Leith, &c., as one who would have intimidated men out of the Union, but for the secretaries in those ports who know and hear every move he is about to take against us, and who have made him pay for his obstinacy on several occasions, and made him table out money belonging to members of the Union which he otherwise would not have done had he been more clever than the Union.

#### GOOLE BRANCH.

Mr. Chappell, the secretary to this branch, writes to us on August 7:—"As I see in your last issue of SEAFARING, a letter signed, 'A Member (L.M.L.)', in which he says Mr. J. Hill, late secretary here, has to raise a sum of £22 to pay the fines of men summoned for leaving their vessels during strike, I think it nothing but justice to the Executive Committee to ask you to correct such a mis-statement, as it is likely to do damage to the cause in general, and in Goole in particular. I have received the money for the fines from the Executive Committee, and have it by me ready at any moment should the warrants be issued."

#### NEWPORT BRANCH.

One of the "scabs" that shipped in Liverpool during the strike has reported to this branch that he had worked in a mill at Bradford (Yorks). Work being slack he tramped to Liverpool, and was met on the road by a runner from Phillmore's boarding-house, who told him that he would get him a ship. He went with him, and was taken on board the s. *Nesmore*. He got £2 advance and got nothing for it. He made one voyage in

her and then got discharged. He tramped to Newport, where he was very soon routed. This should keep "scabs" from coming amongst this branch, which is getting along very well, one man coming in and paying £10 entrance fee. Wages monthly, £4 5s. for sailors, £4 10s. for firemen; weekly, £1 10s. for sailors, £1 12s. 6d. for firemen.

#### SOUTHAMPTON BRANCH.

The report from this branch had not arrived at the time of going to press.

#### DEMONSTRATION AT SOUTH SHIELDS.

South Shields has been the scene of a most gratifying and successful demonstration of sailors and firemen, who, together with wives and sweethearts and other female friends, met, August 1, in the Free Library Hall, South Shields, under the auspices of the local branch of the Sailors and Firemen's Union, to consider the position of the Union and the benefits to be derived from trades unionism. There was a large attendance, including a good sprinkling of the fair sex.

Mr. W. Sinclair, of the South Shields Trades Council, presided, and said that although the Union was yet in its infancy it had done a large amount of good. (Applause.) He spoke of the importance of trades' unions, and remarked that in wages disputes it was better to meet the employers halfway than to fight the matter to a bitter end, which frequently meant great loss both to employers and workmen. (Hear, hear.)

Mr. J. H. Wilson, general secretary of the Sailors' Union, was warmly applauded on rising to speak. He said he was especially pleased to see such a large attendance of ladies that night, because he was confident that no one had more interest in the question of wages than the wives of sailors and firemen. (Laughter and applause.) It was the wives who had to provide the ways and means of maintaining themselves and their children in times of depression, and it was they who had suffered most when wages were bad. Another thing which made him pleased to see

#### The Ladies Present

was this, that they could not but regret that a large number of the seafaring classes were lost annually in British ships, and when they came to contemplate the large number of families left unprotected for they must feel at once that it was the women of this country who had the right, more than the men, to see there was a Union to afford them protection in times of need. (Applause.) With reference to the noble organisation which he represented that night, it was but two years since the first foundation-stone was laid at Sunderland, and since that time they had made most marvellous strides. They had extended their operations into all parts of the United Kingdom of Great Britain and Ireland, and they were now on the eve of extending their operations into Continental ports, so that they would not be a national but an

#### International Union.

(Cheers.) They would have noticed during the recent struggle they had had, in which they fought for justice and fairplay, the attitude of the shipowners towards the Union. They preached to the country that the Sailor's and Firemen's Union was a fraud, and that it was not working for the interests of the community, but for the interest of individuals. It would be his duty to try and convince the sailors and their wives belonging to the port of South Shields that their Union had been one of the grandest blessings that had ever come to them. (Cheers.) Let them go back to the state of things existing 18 months ago. At that time they found men sailing out of that port for 26s., 27s., and 28s. a week, in weekly boats, and they were asked to work for that wage, not 54 hours a week, but 80 and 90, and often as many as 110 hours. Since the Union had been started they were able to see, as the outcome of its work, men sailing from South Shields for 32s. 8d. per week—(cheers)—and he felt sure that the additional 5s. 8d. would have proved a great

#### Boon to Housewives

in helping them to meet their liabilities. In the monthly boats last year they found men signing for £3 5s. and £3 10s. a month. To-day they were able to command £5 for the Baltic and £4 10s. for the Mediterranean, which meant an increase of £1 per month. What did they lose by being members of the Union? (Cheers.) They had done much more good than that. For years sailors had been "fleece" of large sums of money. He had seen cases where men had had as much as £14 due as wages, but through no fault of their own they had been deliberately robbed out of that sum of money by some unscrupulous

captain or owner. Now they were able to see that justice was done to their members, and he knew that, through the aid of their Union, they had been able to secure for their members the total sum of £6,000 or £7,000, in the north-east part of the country, which would have gone into the pockets of the shipowners. (Cheers.) He was not surprised that shipowners were alarmed at the progress the Union was making, and he could quite understand why some of them should shew every opposition to them and endeavour to stem the tide which was flowing in favour of the seamen who were members of the Union. (Hear, hear, and applause.) If the Union did not bring any benefit to its members the shipowners would pay no heed to it whatever, and he urged upon them in the strongest possible terms to stick to their principles and to their Union. The more the shipowners opposed them and tried to check their progress the more reason why they ought to

#### Stick Together

firmly and work side by side. He had heard a great many employers say that these Unions were ruining the commercial interests of the country by preventing the home capitalist competing successfully with the foreign capitalist. But shipowners could not say that the Seamen's Union had interfered with the shipping interests of the country at all. (Hear, hear.) For the last 50 years they had never been able, until the present time, to build up an organisation, and they had been all that time at the mercy of their employers. And they had not acted generously towards them. (Applause.) They had very little regard for poor "Jack" or his wife and family. Shipowners had said, "Why do you get married? We care nothing about your wives." And there was a great deal of truth in that. (Applause.) But they must teach the shipowners to respect them. (Cheers.) Referring to the Board of Trade, he condemned the action they took in the recent strike. The Shipping Act of 1854 was passed not in the interests of the seaman, but for the protection of the shipowner and the capitalist. In the recent strike they found the Board of Trade officials working hand in glove with the shipowner. In Liverpool they

#### Pandered to Crimps,

and resorted to all devices to meet the demand of the shipowners for men to man their vessels. Men were taken from the workhouse and from the prison gates. Why, there was present on the platform a gentleman who impersonated a crimp and actually succeeded in getting 10 men out of the workhouse at Liverpool to ship on board one of the largest Atlantic liners. ("Shame.") Men were brought from the prison doors, from inland towns, and shipped on board as first-class able seamen and firemen—men who had never seen a ship before. (Laughter and cheers.) If they came to draft into the sea service 2,000 agricultural sailors—(laughter)—men who didn't know one end of the ship from the other, and who, when they saw a light at night on the sea, would cry out, "Here's a carriage and pair"—(loud laughter)—was it any wonder that they had so many shipping disasters and loss of life? (Cheers.) Why, one day they actually shipped a man with

#### A Wooden Leg

—(renewed laughter)—and at the commencement of the passage some evil-disposed person thought it a good joke to steal the wooden prop and compelled the owner of it to occupy his bunk during the whole of the voyage. (Loud laughter.) He had seen four or five men shipped from a Liverpool landing who were deaf and dumb—(shame)—and all through the influence of the shipowner, and by the acquiescence of the Board of Trade officials. Mr. Wilson concluded his remarks by urging that they should have direct representation on the Board of Trade and the Local Marine Boards, as well as in the House of Commons. (Cheers.)

The following resolution, on the motion of Mr. Stanley, seconded by Mr. Jack, and supported by Mr. T. Watson Brown, was carried with great cheering: "That this meeting of sailors and firemen of the port of South Shields condemn the action of the Board of Trade officials, during the recent struggle by seamen and firemen in seeking to increase the wages, in providing incompetent substitutes to man vessels in place of the men who were on strike, it being contended that State-paid officials have no right to assist the shipowner; and we urge upon her Majesty's Government to appoint at an early date a Royal Commission to inquire into the grievances of seamen, and also urge that the sailors and firemen should have a direct representation on such Commission."—The proceedings shortly afterwards came to a termination.



## DEMONSTRATION AT NEWCASTLE.

A public meeting, under the auspices of the Newcastle Branch of the National Sailors and Firemen's Union, was held in the Central Hall, Newcastle, August 2. The chair was occupied by Mr. E. Girling, president of the Newcastle and Gateshead Trades Council, and amongst those present were: Mr. J. H. Wilson, general secretary to the Sailors' and Firemen's Union; Mr. T. W. Brown, solicitor to the Union; Alderman H. W. Newton, Mr. J. J. Harris, secretary of the Newcastle and Gateshead Trades Council; Mr. W. Stanley, Mr. John Laidler, &c.

The Chairman said they were met there that night to see what could be done on behalf of trades unionism. Trades unionism in the past had done a wonderful work. It had certainly put the working classes in a better position than they would have been in otherwise. They still thought, however, that the principle of trades unionism had not taken sufficient hold on the whole of the working classes. The sailors had to a great extent availed themselves of the principles of trades unionism, as they ought to do. He believed there were something like 200,000 men in the mercantile marine. He did not exactly know the number who had joined the association, but he believed it was far, far short of the total number in the mercantile marine. They did not believe it was right that one master should have any

## Advantage over another,

and if they could get all the sailors and firemen into the Union there would not be that fear of one master underselling another, for when one master undersold another there was a danger of the wages of the employes being reduced. (Hear, hear.)

Mr. J. H. Wilson, general secretary of the National Union of Sailors and Firemen, who was received with loud cheers, was the first speaker. The chairman had told them that the seamen had neglected the grand principle of combination. It was true that they had been neglectful until the last year or two, but he could assure the chairman that, if they had been neglectful in the past, they had now gone in for over-time. (Laughter and cheers.) He believed they had done more in 12 months than any other trades society in the world. (Cheers.) They had been able to build up in 12 months one of the

## Largest Trades Unions

in the country. In October of last year, the National Union had a membership of 500 or 600 members. That was the number he represented last year at the Trades Unions' Congress; but in the month of September this year, when he went with his fellow-delegates to the Trades Union Congress, there would be 65,000 or 70,000 men in the Union to be represented. (Cheers.) It would, therefore, be seen that, if they had been neglectful in the past, they had made up for it in right good style. (Hear, hear.) Years ago the sailors never attempted to organise until there was a great depression of trade, and it had been said many and many a time that the sailor never struck work till there was no work to do. It was true that there used to be local associations which lasted for a little time, but local associations never secured for them proper and equal wages. They had to-day branches of the National Union in 47 ports of the United Kingdom. In addition to that they had been able to enrol some 65,000 members. (Cheers.) At the present time their membership was increasing at the rate of almost

## 800 a Week,

while other societies were proud if they were able to enrol 800 members in the year. (Hear, hear.) The sailors were told by the shipowners that they ought to be careful what they did with their funds, and asked the sailors whether it was right that unscrupulous agitators should receive so much of the hard-earned money of the sailors and firemen. He would like to say that it was something if these "unscrupulous agitators" could succeed in putting one pound a month more into the pockets of the seamen. (Cheers.) All that the "unscrupulous agitators" asked from the sailors was 1s. 8d. a month as contributions, which left them 18s. 4d. into pocket by maintaining "unscrupulous agitators." (Laughter and cheers.) He did not wonder at the shipowners being spiteful at the Union, when it had taken one and a half millions of money from the shipowners, which meant

## Less Champagne,

less brandy, and fewer attendants. The sailors and firemen had at last discovered that they were men, and they had sent forth their voice and said that they would be respected like men, and would not be treated like dogs. But seamen had other grievances. Everything at present in connection with the sea service was a grievance. They had touched only the fringe of their

grievances. How was it that the Board of Trade treated shipowners differently from the way in which it treated the seamen? It was because the shipowners' influence was paramount in the House of Commons. What they wanted, therefore, was men in the House of Commons who would advocate the

## Rights of Sailors.

(Cheers.) The Board of Trade must be taught that it was supposed to be a neutral department. (Cheers.)

Mr. J. J. Harris, secretary of the Newcastle and Gateshead Trades Council, moved: "This meeting of sailors and firemen, and the public of the port of Newcastle-upon-Tyne, condemns the action of the Board of Trade officials during the recent struggle of seamen and firemen in seeking to increase their wages, in providing incompetent substitutes to man vessels in the place of the sailors and firemen on strike, it being contended that State-paid officials have no right to assist the employer; and we urge upon her Majesty's Government to appoint, at an early date, a Royal Commission to inquire into the

## Grievances of Seamen,

and to urge that seamen should be directly represented by their own class on such Commission." —Mr. Harris urged the necessity of the seamen being represented in the House of Commons, and said he knew no more suitable man to represent them than Mr. J. Havelock Wilson. (Cheers.) The unions of the masters in all trades must be met by the unions of the men, and the organisations of the masters by the organisations of the men. (Cheers.)

Mr. T. W. Brown, Sunderland, solicitor of the Union, seconded the resolution. He had no hesitation in saying that, until they got the action of working men to bear upon Members of Parliament on questions of labour, they would never have the question of labour brought forward at all. He had no more faith in the Liberals than in the Conservatives on this question. Liberals and Conservatives were simply fighting one against another who was to get the working man on his side. They gave the workmen soft words and then when they got to Parliament they shelved questions of labour for questions of capital. (Cheers.)

The resolution was carried.

Mr. D. Clements, South Shields, also supported the resolution.

Mr. Mansell, secretary Newcastle Branch, proposed, "That the Sailors and Firemen of the port of Newcastle-upon-Tyne express the greatest confidence in the Executive Council and General Secretary of the N. A. Sailors' and Firemen's Union, for the able and praiseworthy manner in which the business of the above Union has been conducted up to present date; and we pledge ourselves to support them to the utmost of our abilities in all future transactions of the Union."

Mr. G. Jackson seconded, and Mr. Errington supported this resolution, which was carried unanimously amid cheers.

Councillor Laird proposed that, "This meeting thinks the time has come for the Board of Trade to grant certificates of competency to carpenters and boatswains."

Mr. Laidler seconded, and Mr. Cowie, South Shields, supported, and the resolution was carried. A vote of thanks to the chairman concluded the meeting, the men giving three cheers for Messrs. Wilson, Brown, Harris, Girling, and Mansell.

## A REASONABLE CLAIM.

At the monthly meeting of the Newcastle, Gateshead, and District Trades' Council on Saturday, Mr. Mansell (Sailors' Union) moved: "That we, the delegates of the Newcastle, Gateshead, and District Trades Council, having taken into consideration the disadvantages accruing to sailors and firemen through their branch secretaries not having licences to supply seamen and apprentices, hereby declare that, seeing superintendents of sailors' homes and some boarding masters have these licences granted to them, the secretary of this council, on behalf of the sailors' representatives, do at once communicate with the local M.P.'s and the President of the Board of Trade upon this question." Mr. Mansell, in support of his resolution, said his Union had applied for these licences to supply seamen and apprentices, but the Board of Trade will not grant them to the sailors' representatives. The President referred them to the Local Marine Boards, who were nothing else but shipowners. All that he was asking for was their rights. When the Government granted shipping masters and boarding-house keepers these licences, why not extend them to the sailors' secretaries? (Hear, hear.) He asked the delegates to support him. They had passed resolutions in favour of certificates to sea-going carpenters and boatswains

before the sailors were represented on that council, and he hoped they would extend their support and sympathy in the present instance. (Applause.)—Mr. Williamson, jun, seconded the resolution. As one who had been at sea for a considerable time, he could say that when the sailors arrived in a port so great were the temptations and so eager were these boarding-house keepers not only to get hold of the sailors but their wages also—(hear, hear)—that some action should be taken. If these superintendents and boarding-house keepers had these licences, why not grant them to the sailors' secretaries? (Applause.)—Mr. Errington (Sailors' Union) said their secretaries should have licences to ship seamen, for boarding masters had been in the habit for years past of going on board ships arriving in port, and directly the mate said, "I am done with these men," those boarding masters nabbed them, took them to their homes, filled them with drink, and charged them at the rate of about £2 for 10s. worth. It was only right and just that their secretaries should have licences. (Hear, hear.)—Mr. Wilkie (Shipwrights) said that if the Sailors and Firemen's Union claimed the right to ship seamen and apprentices, surely they would allow the shipwrights to do the same with the members of their craft. (Hear, hear.) He strongly objected to the seamen and firemen interfering with seagoing carpenters, many of whom were incompetent. He wanted each society to deal with their own men. After an animated discussion, it was decided that the secretary put himself in communication with the general secretaries of the Sailors' and Shipwrights' Unions asking for an expression of opinion from their Executive Committees on the points at issue, the same to be laid on the table at the next meeting of the council.

## NEW SHIPS FOR THE UNITED STATES NAVY.

—Three new 2,000 ton steel cruisers are in course of construction for the United States Navy. The limit of cost for each is regulated by Congress to be about £140,000. The engines are to have an indicated horse power of 5,400, and a maximum speed of 18 knots is to be obtained in smooth water. The normal coal supply is 200 tons, but the bunkers have a capacity of 435 tons, so disposed as to give the greatest protection to the machinery and boilers. Special arrangements are made for ventilation, and the electric light will be installed. Twin screws are employed, driven by two triple expansion engines, with cylinders of 26in., 39in., and 63in. diameter, and 33in. stroke. The crank shafts are made interchangeable, and all framing, bed plates, pistons, &c., are made of cast steel, with working parts of best forged steel. The steel boilers are designed for a working pressure of 160lb., and are five in number, of the return fire tubular type. The armament consists of two 6in. and eight 4in. rifled guns, with a few smaller machine guns and six torpedo tubes. The vital parts are protected by a water-tight deck, 30in. below the load water line, and the conning tower is fitted with all the modern improvements in steering and communication gear. The rig is that of a two-masted schooner, having a small spread of canvas; and the ship's company number 185, all hands.—*Industries.*

ALLEGED ASSAULTS.—At the Thames Police-court, on August 6, Frederick W. Smith, chief engineer of the steamship *Victoria*, lying in the West India Dock, was summoned for assaulting Gerard Houtvelt, fireman on board the same vessel. Mr. Layard, for Mr. G. H. Young, prosecuted. Complainant, a Belgian, stated that he shipped on board the *Victoria* at Hong Kong. On the 16th July, when on the high seas, it was his watch on the fires. He banked his fires, and went to get a drink of tea, when the second engineer and defendant came up to him. The latter ordered him to his fires, and as he was going, he received a blow in the back, felling him to the ground, and injuring his leg. Defendant also pumped water over him. In consequence of the injury to his leg, witness was laid up in his bunk for four watches.—In cross-examination, the complainant said he had been logged seven or eight times for drunkenness and other offences, but the allegations were untrue. On the day of the assault witness was not drunk. The defence was a total denial of the charge. It was stated that on the day of the alleged assault the complainant was drunk and fell down. He was continually drunk.—Having heard witnesses for the defence, Mr. Saunders considered the evidence was stronger for the defendant than for the complainant. He (the magistrate) thought no assault was committed and the summons would be dismissed, with one guinea costs against complainant. A second case against Smith for assaulting Francis Mackay, a fireman, was gone into, but in the result Mr. Saunders dismissed the summons.



## THE BENEFITS OF OUR UNION.

## No. I.

Mr. W. T. Gray, South Shields, sends us the following as the first of a series of monthly letters:—

You who have made, read, and studied the rules of the National, and I hope soon to be "International," Sailors' and Firemen's Union, will be very familiar with what I am going to say. The rules are not a mass of chaotic confusedness and disorder, as the shipowners and Mr. Solomonacan would have us believe. They are ably and intelligently written, so he that runneth may read. I want you to look at a good rule, a giant rule, one that stands out head and shoulders above its comrades. I mean Rule 19—the optional sick and burial fund. Do not think I am altogether ignorant of the causes of your present sickness. If I feel your pulse rightly, I would say you are sick of the high-handed oppression of the shipowners. You are sick of the low wages they pay you for your valuable labour. You are sick of the bad food you are compelled to eat at sea. You are sick of the mean accommodation provided for you on ship-board. You are sick of the tricks and dodges of the captain, buying the commonest of food and putting the saved money into his own pocket, and thus being able to put £20 or £30 in the bank at the end of the voyage over and above his own wage. You are sick of the slop chest; in fact, no class of men have half the reasons to be sick that you have. But, thank God, the death knell of your enemies is sounded. They have been tried and found guilty; the scaffold is built for their execution; the seafaring people are ready for the funeral. Then let us shout "Hip, hip, hurrah," for the overthrow of our foes. And now just let us look at one or two of the many benefits that go to make up the grand total of this Good Samaritan Rule 19. Let me congratulate our leaders on having such a blessed fund connected with such a noble Union. This fund is formed for the relief and support of sick members, and insuring sums of money payable to widows, children, or relatives of members at their death. It is optional to members whether they avail themselves of the help here provided or not. But your duty is to get a medical certificate saying you are in good health, and if you are under 30 years of age your contributions will be 1s. per month; if you are over 30 and under 45, you will have to pay 1s. 4d. per month. Then, as the rule now stands, at the end of 12 months you will be entitled to the following benefits:—The first 16 weeks of sickness you receive 10s. per week; for the next 20 weeks, 5s.; and then 2s. 6d. per week for the rest of your sickness; or, as the rule says, at the discretion of the committee. This means that if you lose your eyesight, or should any other serious calamity befall you, you shall have 2s. 6d. per week for the rest of your life, and then at your death your friends receive £10, or if your wife dies first you receive £4 and the remaining £6 is paid to your friends at your death. Again, if you, from any reasonable cause, cannot keep up your payments, the committee shall have power to grant you a temporary suspension of payments without loss of benefits. I know this is a dry subject to write about, but one that no man ought to neglect. There will be many read this letter who are paying more money into insurance companies, and whose benefits are as the drop in the bucket compared with the benefits offered you in your own Union. There will also be others read this who are in no benefit or insurance society. Ask yourself this question, "What will become of me and my family in a time of sickness or of death?" I have here, in Shields, known several dear men who kissed their loved ones good-bye, and, as the old song says, they went in the ship that never returned. I have tried to comfort the widows and orphaned children. I have heard them broken-hearted, sobbing, "Oh, if I only had his body to look at, it would have been a little comfort." I have seen the home partly sold to provide a little mourning for the family. Had that husband been in this Union fund what a help £10 would have been to his wife. A young sailor took ill; his friends were poor. After a few weeks of illness he was compelled to go into the workhouse and there he died. I was asked to bury his body. On the day appointed I met a farmer's cart coming to the cemetery with a coffin, but before we got to the grave a workhouse official came running and shouting, "Stop the cart, for you have the wrong coffin; you have a woman, instead of a man." The right coffin was changed and the poor sailor lowered into a pauper's grave. If there had been a blessed Union like this then,

and it had been brought before the notice of this sailor, I think he would have steered his little barque into the sick and burial fund—this God-sent harbour of refuge. Will you accept the help held out to you? Will you in the summer of your life prepare for the winter?—you know you ought. You see the need. Strike while the iron is hot, or your vows now made will be like the morning cloud and the early dew. Remember the old battle-cry, "England expects that every man this day will do his duty," and as truly as God brought the slaves out of Egypt, after sending grievous plagues, the same God is on the side of the poor sailors, and though you may have to send 10 plagues upon the shipowners before you have your rights, never mind. Go on, you shall win. They have had two plagues. No 1, the Plimsoll mark; plague No. 2, the Liverpool plague. The tyrants are trembling as they see our banners and hear the shouting of our noble army generalised by such a brave out-and-out sailors' friend. The shipowners say he can only boast and swagger, but we know he can fight, and he will not be afraid to face Parliament to plead your wrongs. Let every man be courageous, and soon it will be echoed in Heaven and re-echoed in Hell that victory has crowned the efforts of the seaman.

## SEAFARING DISASTERS.

*Acorn* (schooner yacht) and *Union* (s yacht) collided in Cowes Roads. *Acorn* lost bowsprit, jibboom, &c., and has been towed into Cowes Harbour.

*Allison*. A telegram from Lamlash, dated August 6, reports: *Allison* (smack) collided with the schooner yacht *Aglais*, when leaving for Ardrossan. The *Aglais*'s foretopmast was carried away. The *Allison* proceeded undamaged.

*Aratus* (schooner), of Teignmouth, Shields for Exeter, coals, and three-masted schooner *Culzean Castle*, of and for Cork, from Newcastle, coals, have been towed into Great Yarmouth, having been in collision; both damaged.

*Ant*, see *Esmeralda*.  
*August Julius* (schooner), of Pernau, from Newcastle for Riga, laden with coals, has put into Danzig leaking badly.

*Aglais*, see *Allison*.  
*Ajay* s, Pillau for Rouen, timber laden, which put into Elsinore July 23, with machinery out of order, has repaired and proceeded.

*B. T. Robinson* is reported from Barry to have struck the *Faraday* on the port quarter while coming up the dock, broke the latter's rail, and bent a plate in her bulwarks.

*Ban Righ* (British schooner), Lybster for Danzig with herrings, went aground at Saltholmen, but got off with assistance.

*Bellmore*, of Glasgow, Liverpool for Copenhagen, laden with general cargo, arrived at Stornoway, August 1, with fore compartment full of water, having touched the rocks near Finsbay.

*Bianca*, see *Garnet*.  
*Barrels Lightship*. Telegram from Wexford, August 5, states: *Barrels Lightship* has been run into; particulars not known; tug with Irish light officer gone to her assistance.

*Belle Flower*. Cablegram from Halifax states: *Belle Flower* (British barque), Belize for Goole, has arrived at Halifax with loss of mainmast and foretopmast.

*Betty*, see *Pearl*.  
*Culzean*, see *Aratus*.  
*City of Agra* s, reported ashore on Chapman Sands, floated at 5 p.m. Sunday, and passed Gravesend at 6.15 a.m. for Albert Dock, apparently uninjured.

*Coventry*, see *Ocean Queen*.  
*Camel* s, Rochester, at Runcorn, on 1st inst., off Birkenhead, was in collision with the *Gower* tug, with 11 flats in tow, and sustained damage to starboard quarter and plate.

*Chancellor*. Cablegram from Baltimore states: *Chancellor* s, reported July 29, still intact.

*Condor*. August 6, *Crest* s, of Newcastle, outward bound, collided with *Condor* (steam tug), lying moored at East India Dock Buoy, and Trinity Hulk, doing considerable damage to the *Condor*'s bows and the latter's port quarter. The steamer sustained no damage, and anchored.

*Donate*. Lloyd's agent at Santos telegraphs: The Liverpool, Brazil, and River Plate Steam Navigation Company's steamer *Donate*, Liverpool for Santos, got ashore at Itaipus, but was afterwards got off with assistance.

*Diamond* (British steamer), bound for Grimsby, laden with wood, grounded at Trekoner, but got off without assistance and proceeded, having sustained no apparent damage.

*Dunphail Castle*. Telegram from Bahia stated that the *Dunphail Castle* (British barque), from Glasgow for Marahu, with machinery, had grounded on the bar and remained in a dangerous position. Later report states, however, that she is got off, and is now safe in harbour.

*Elberfeld* (German steamer) has been towed into Lisbon by the *City of Edinburgh* (British steamer), supposed with engines broken down, and all blades of her propeller lost.

*Esmeralda* (cutter yacht), lying at anchor in Cowes

Roads, was fouled by H.M. gunboat *Ant*, and lost bowsprit, beside receiving sundry damage.

*Festina Lente*. Lloyd's agent at Quebec cables: A report received here states *Festina Lente* (schooner), laden with fish, has gone ashore on Byron Island; crew saved; no further particulars.

*Faraday*, see *B. T. Robinson*.

*Greif*, see *Santa Maria*.

*Gower*, see *Camel*.

*Garnet*. Lloyd's agent at Rangoon telegraphs: *Garnet* (supposed H.M.S. *Garnet*) and *Bianca* have been in collision; former vessel received damage; extent of injury to the latter, if any, unknown.

*Hannah Maria* when docking at East Dock, Cardiff, struck the quay wall at the entrance, damaging herself on starboard side abreast of main rigging.

*Hasland* s, of Hartlepool, bound to Newport in ballast, put back to Gravesend in tow of tug *Stormcock*, with tail end of mainshaft broken, and proceeded to Turner's Dry Dock for repairs.

*Hartfield*. Lloyd's agent at San Francisco cables: *Hartfield*, whilst at anchor, was fouled by a coaster; damage slight.

*Hertfordshire*. A report from Lloyd's agent at Stanley, F.I., telegraphed from Monte Video, August 5, states: *Hertfordshire*, from Cardiff for Iquique, has put into Stanley, F.I., with cabin stove in, and with damage to bulwarks; jettisoned a portion of her cargo.

*Jane*. Telegram from Gibraltar, August 3, states: A collision is reported to have taken place between the British steamers *Jane* and *Pleides* off Europa Point. Further telegram from Gibraltar, August 4, states: *Jane* s, grounded to prevent sinking; after hold full of water; was struck heavily on port side aft. *Pleides* has stem damaged and is making a little water.

*Jays*. Lloyd's agent at Harwich telegraphs, August 6: *Jays*, of Hull, for London, laden with tiles, has been assisted to Harwich, very leaky, by a pilot cutter, no agreement, and has been placed on mud.

*Joseph Somes*. Telegram from Copenhagen states: *Joseph Somes*, of Hull, and *Nadesha* (barque), of Riga, have been in collision; both vessels were slightly damaged; proceeding.

*Lucipira* (ship), bound for Liverpool, in ballast, was leaving Dundee Dock when she collided with the *Riga* (Russian barque), doing some slight damage to the barque.

*Lequeitia* (Spanish s), Salta Cabello, Bilbao, laden with iron ore, at Newport (Mon.), on July 30, went off Bull's Point, Bristol Channel, collided in the fog with the *T.G.V.*, holing her amidships; engaged tug to tow damaged ship to Swansea, but she foundered in Langlang Bay; no damage to steamer.

*Lord Lonsborough* (brigantine), of Hull, from Northfleet, bound to Hull, cargo chalk; was totally wrecked on the Gunfleet Sand; crew brought to Gravesend by *Bulldog* tug.

*Lucknow*, Lidstone master, which sailed from Newcastle, N.S.W., for San Francisco, on February 22, last, and was spoken on March 12, in lat. 33 S, lon. 179 E, and not having been heard from since, is considered overdue.

*Magfly*, see *Ocean Queen*.

*Minnie* (schooner), of Cork, from Newport, with coals, sprung a leak when six miles south of Ballycotton Island, and put into Ballycotton harbour to save vessel.

*Mercator* (British s) is reported by telegraph to have put into Gibraltar with boilers leaking.

*Mohur*. Telegram from Capetown states: British ship *Mohur*, from Cochin, has put into Capetown with steering gear disabled, and with cargo leaking; cargo will have to be discharged.

*Neptune* s, of Lynn, put into Great Yarmouth harbour with boilers leaking.

*Nadesha*, see *Joseph Somes*.

*Ocean Queen*, from Jersey, collided in the Mersey with *Robert Brown* s, *Magfly*, flat, and *Coventry*, s. *Ocean Queen* had jibboom carried away and stern badly damaged, and makes a little water.

*Pearl*, of Aberystwith, from Ellesmere Port for Princes Dock, was in collision with the *Betty*, flat, in the Mersey, on July 31. The former had some planks split and some sheets of copper cut through above the water. The latter had stem and decks started, &c.

*Pleides*, see *Jane*.

*Rachael Lotinga*. Telegram from Berwick states: Lighter *Rachael Lotinga*, from Middlesbrough to Leith, with pig iron, sprang a leak, and sank in deep water about two miles off Bournemouth.

*Ragusa* s, from Shields for the Mediterranean, arrived at Plymouth with machinery damaged.

*Robert Brown*, see *Ocean Queen*.

*Riga*, see *Lucipira*.

*Sunbeam*. Telegram from Portsmouth states: Lord Brassey's yacht *Sunbeam* grounded on the Sandhead, was towed off by the tug *Victoria* and put into Portsmouth.

*St. Lawrence*. Lloyd's agent at New York cables, August 2: *St. Lawrence* (United States s), has been wrecked on Hog Island, River St. Lawrence, and damaged to the extent of £4,000.

*Santa Maria* (steam yacht) has arrived at Portsmouth with damage to bows, having collided with German warship *Greif* at Spithead.

*Samson* (dredger) sank in Whitby harbour through catching on the Banksie; may float her.

*Sheffield* s, has been towed into Grimsby with boiler broken down.

*T.G.V.*, see *Lequeitia*.



**Thomas Oliver (?)** According to Archangel telegram, dated August 7, **Thomas Oliver (?)**, of Liverpool, reported to be sinking off Gorodetsk, between Sweet Nore and Orloff; deserted by her crew.

**Wild Rose** (tug, of Cardiff), broke down and towed into tier.

THE big barque **Lynnwood**, 49 days from Rio in ballast, arrived in New York on the 26th ult., in charge of the mate, Mr. A. S. Johnson, her skipper, Captain Sinclair having died of typhus fever on June 20. The deceased had for many years settled in Liverpool, where he leaves a wife and family. A few days out from Rio he was stricken down with the disease, and a young seaman named George Fry, who nursed him, caught the disease and died the next day. Both were buried at sea.

MRS. MAYBRICK was last Wednesday found guilty of murdering her husband by poisoning and was sentenced to death.

**EMPLOYERS' LIABILITY ACT AND SEAMEN.**—The proposal to extend the provisions of the

**Employers' Liability Act** to seamen, says the *Sydney Morning Herald*, is creating a good deal of opposition at Adelaide. The shipowners have presented the following to the Assembly on the subject:—"Your petitioners understand that a bill is now before your honourable House for the purpose of extending the provisions of the **Employers' Liability Act**, 1884, to seamen; that in no other part of the British dominions is such liability law; that the passing of such a bill will most seriously prejudice shipowning as a local industry; that foreign ships not subject to our laws could compete more successfully than at present against British and colonial shipowners; that although the provisions of this Act are only intended to extend to South Australian ports, many of these include deep-water anchorages, and that necessarily the safety of a ship and crew would often depend upon the prompt execution of orders of a dangerous nature; that seamen from masters downwards are understood to run greater risks than men employed ashore, and that the Merchant Shipping Act and the Local Marine Board

and Navigation Act both contain ample provision for the safety, medical attendance, and maintenance of a seaman by the shipowner. Your memorialists would further respectfully point out that by the proposed bill the onus of proving that the injury arose from other cause than a defect in the condition of any spar, rigging, machinery, &c., is thrown upon the shipowner, while under the **Employers' Liability Act** of 1884 the claimant is required to prove that the injury was caused by the negligence of the employer or his servants. We therefore humbly pray that your honourable House will not pass the bill."

ONE month's imprisonment, without hard labour, in addition to the seven months' imprisonment which he has already suffered, was the sentence passed last Wednesday on William George Turner, formerly pro-consul at Buenos Ayres, who was found guilty on the previous day of breaches of his duty as a servant of the Government, and with having failed to account for moneys which had come into his hands as consul.

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